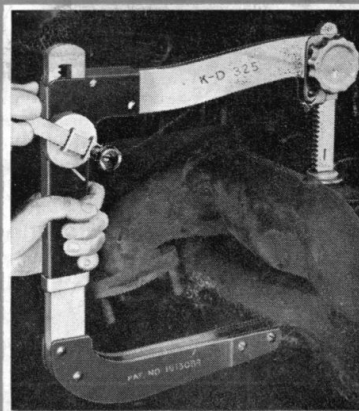
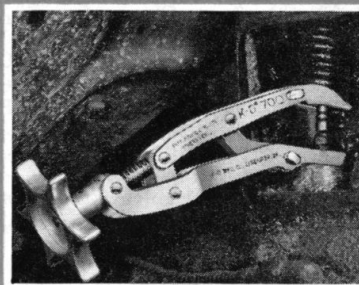
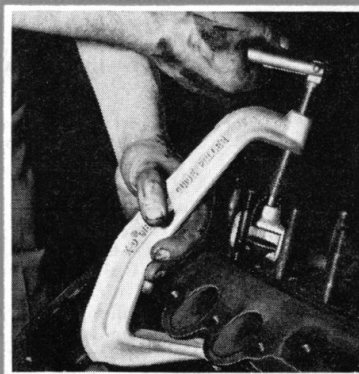
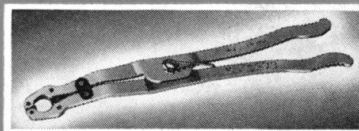
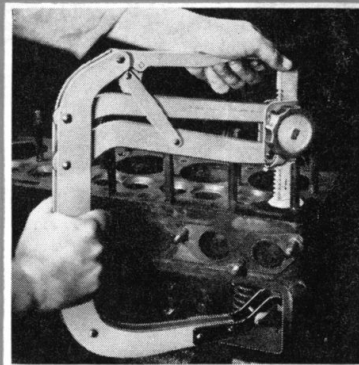




K-D[®] TOOLS

Keep 'em rolling

K-D MANUFACTURING CO.
LANCASTER, PA. AND HAMILTON, ONT.



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VALVE SERVICE TOOLS FOR THE GENERAL SHOP

K-D 380 VALVE SPRING COMPRESSOR For L- and Valve-in-head motors

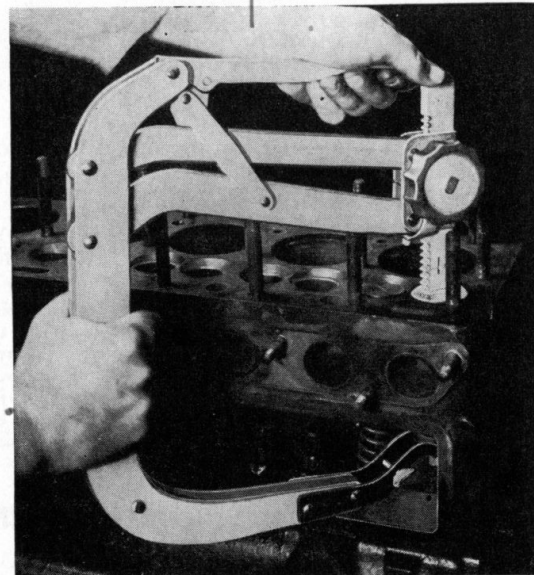
This shop photo shows the K-D 380 in action. Mechanics like its fast, one man operation.

Servises more than 85% of the L- and valve-in-head motors on the road. Just about the most universal compressor on the market. Safe and fast for one-man operation.

Strong, fast operating, ideal for the general shop. With throat opening of 10" x 10 1/4" this tool will handle most all car, truck and tractor motors. Adaptable to use on larger motors if manifolds are removed. Adjustable jaws and adjustable plunger (see Operation below) make it just about the most universal Compressor on the market today. It is safe and fast for one-man operation.

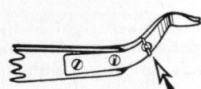
No. 380 is now equipped with a plunger bar to seat on both flat valve heads and the cup shaped valve heads used on White motors. With earlier types of No. 380 not so equipped, order special plunger bar. (No. 380W below)

Will not service Lincoln V, La Salle or Cadillac motors up to 1949. (See 337 and 339 Compressors, page 8). Ideal for Cadillac and Oldsmobile "Rocket" engines after 1948.

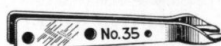


Rigid bar steel construction, strongly braced and riveted. Rustproof cadmium finish. Worn or damaged parts replaceable. (See page 9). Two sets of jaws furnished—No. 32 Offset and No. 35 Straight. Additional jaws also available (See No. 38 below). Net wt. 8 1/2 lbs.

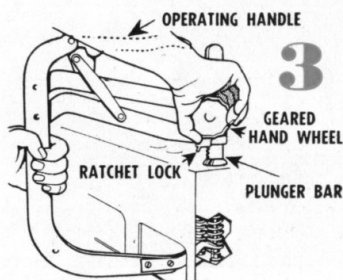
OPERATION



No. 32
Offset Jaws



No. 35
Straight Jaws

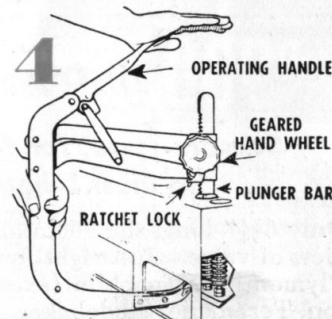
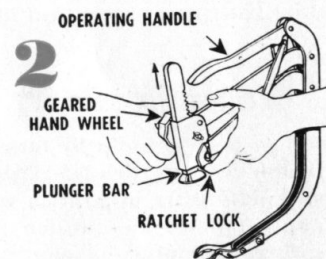


First—adjust the jaws to fit the valve spring by turning the wing screw. Jaws or arm may be sprung in compressing the spring if this is not done carefully.

Second—hold the compressor as shown 2, release the Ratchet Lock and turn the Hand Wheel until the Plunger Bar is raised as high as it will go.

Third—Place the Compressor on motor with the Operating Handle down and raise the first spring by turning the Hand Wheel. When the spring is raised the Ratchet Lock will be engaged and the depth adjustment will automatically be set for all the rest of the springs. After the keepers are out and you are ready to proceed to the next spring, raise the Operating Handle to remove the Compressor—do not disturb the Hand Wheel setting.

Fourth—after the first spring, place the Compressor in position shown 4, with Operating Handle up. Push Handle down to raise spring. (In some few motors, where space is restricted and it is impossible to use the Handle, all springs can of course be raised by using the Hand Wheel.)



No. 38 Extra High Offset Jaws, are not furnished as regular equipment, but are available for use on the 380 Compressor on motors with low manifolds.

No. 38W Jaws for White Motors. Use with Nos. 320-380 or 325 Compressors. Same as No. 38 jaws but altered to prevent striking block in back of valves.

No. 380W Adaptor Set for White Motors. For use with 380 Compressor. Includes pair of No. 38 jaws altered to prevent striking block, plus special Plunger Bar to seat on both flat and "cup shaped" valves in White Motors. Plunger Bar easily installed.



380W Set
Plunger Bar

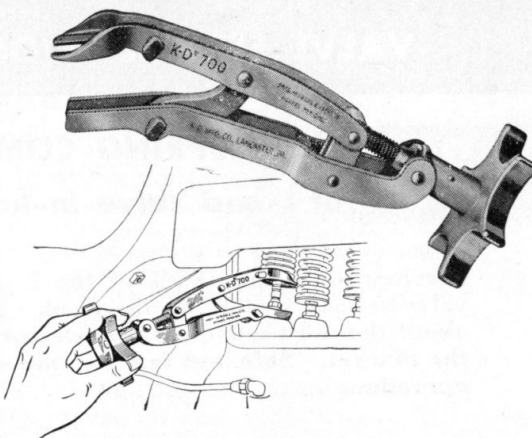
K-D 700 VALVE SPRING LIFTER

Screw-type, for over- or under-fender use on deep-set, "hard-to-get-at" valves.

Ideal for all Chrysler built motors and Ford 6 and Tractor after 1948.

Compact, (only 8" long) the K-D 700 provides plenty of easy lift. Allows ample working space and clear view of all valves. Designed with special attention toward allowing easy replacement of valve locks.

Comfortable, 6 prong, easy turning handwheel actuates a screw which raises and lowers upper jaws, providing *automatic locking* in any position. Jaws are adjustable by means of thumb screws, and are correctly tempered for long service life. Rustproof cadmium finish. Net wt. 1 lb.



This drawing made from an actual photograph of the K-D 700 on a rear valve.

OPERATION

Adjust jaws to fit spring and tappet with thumb screws. By turning handwheel counterclockwise, jaws are brought together so lifter may be positioned. Place cup shaped upper jaw under spring, lower jaws on tappet block. Turn hand-

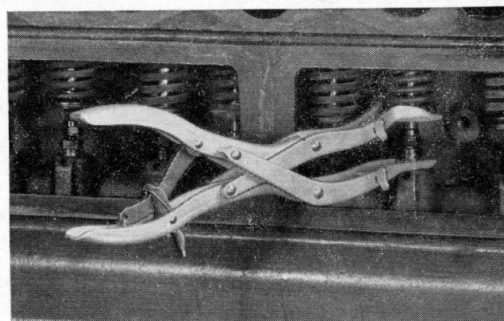
wheel in a clockwise direction raising spring to desired height. Lifter *locks automatically* at any height, allows free use of both hands after the spring is raised.

K-D 600 VALVE SPRING LIFTER

For practically all L-head motors, old & new.

A strong, dependable lifter for general shop use. 10" long, its adjustable oil tempered jaws are parallel in action.

Improved ratchet lock release on lower handle for convenience on most motors. Just the right tool for many Automotive, Industrial, and Marine motors where operation in a **horizontal position** is possible. See illustration. Rustproof cadmium finish. Net wt. 15 oz. Parts, page 9.



Photograph of the K-D 600 Lifter taken right in the shop while in use on a late model motor. This old favorite has pleased thousands of users with its versatility.

OPERATION

Adjust jaws to width by turning thumb screws. Release ratchet, and place lifter in position with cup shaped jaws under the spring. Compress handles, rais-

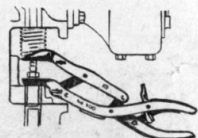


ing spring to height desired. Automatic ratchet lock holds lifter in place, allows free use of both hands. To release, kick ratchet lock forward, allowing spring to descend.

K-D 900 "Hi-Offset" VALVE SPRING LIFTER

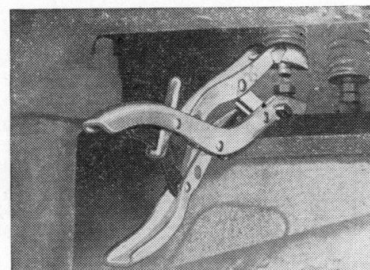
Scissors-type, for fast under fender operation on most L-heads with manifolds on.

Only 8 $\frac{3}{4}$ " long, the 900 allows plenty of working space and clear view of valve. Just right for late models Chrysler, DeSoto, Dodge, Plymouth, Oldsmobile (except "Rocket" engines), Packard, Hudson, Teraplane, Studebaker, Dodge truck, etc., with manifolds on! Note ample working space and good clear view of valve in photo and diagram below. Rustproof cadmium finish. Net wt. 1 lb. (Parts, page 9.)

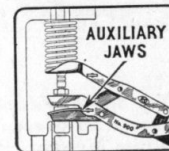


OPERATION:

Auxiliary jaws swing into position (illustration at left) for motors having unusual tappet-to-spring clearance such as Chrysler C-7, DeSoto S-1, Dodge truck, and others. Provides total parallel lift of 3". Oil-tempered, adjustable jaws, hardened safety ratchet lock, thumb release.



Shop photograph of K-D 900 Lifter in place on motor, manifolds in place. Note plenty of working space and good, clear view of valve.



K-D 608**VALVE KEEPER INSERTER**

For this size split keeper only, as used in most present day models.

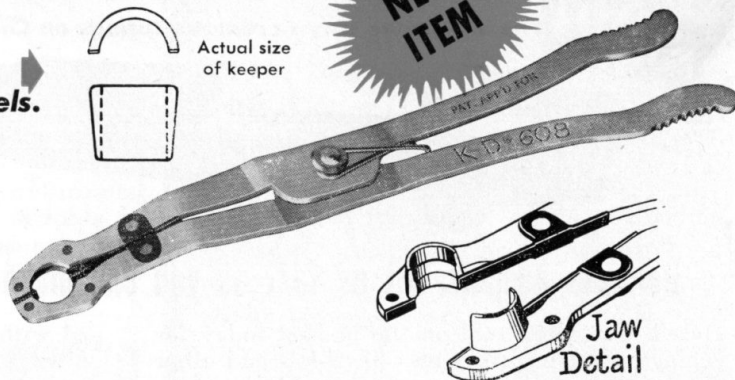
Services Cadillac, Chevrolet, Chrysler, Dodge, DeSoto, Plymouth, Ford, Mercury, Ford 6, Big Ford Truck, Lincoln, Hudson, Kaiser-Frazer, Oldsmobile, Packard, also truck and tractor motors using same size keepers.

An easy loading fast operating Inserter specially designed for replacing the one size split keepers now used on most all present day motors. Special spring steel fingers on the jaws hold keepers securely, make loading simple, fast. Self supporting on valve stem, leaving both hands free. Will not drop



Actual size of keeper

NEW ITEM



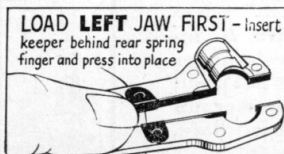
Jaw Detail



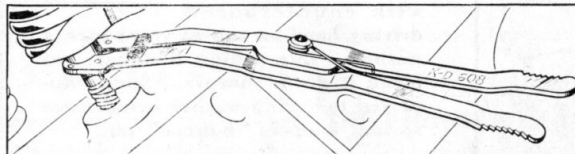
6 tools mounted on attractive easel backed display board. Net wt. 1 lb.

OPERATION

1 THE CORRECT WAY TO LOAD THIS TOOL IS THE EASY WAY.

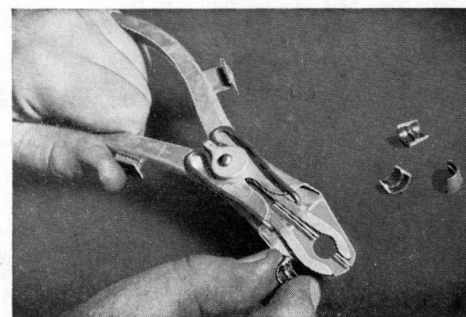


2 ON THE VALVE STEM. STREAMLINED FOR DEEP REACH.

**K-D 605****VALVE KEEPER INSERTER**

For handling split keepers of larger size than serviced with No. 608.*

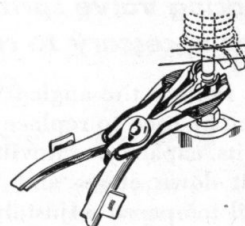
An easy loading, fast operating Keeper Inserter that handles nearly all types of split keepers, large or small. Made of light weight sheet steel, it is easy to handle, and supports itself on the valve stem; both hands are free to operate the lifter. Has sturdy, correctly tempered springs. Rustproof cadmium finish. 7" long, net wt., 4 oz.



Loading 605 Inserter. Pressure on thumb pad opens jaw to receive keeper.

OPERATION

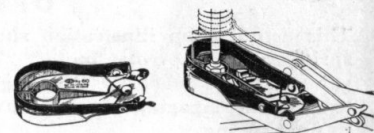
The simplicity of loading is illustrated in the photo above. Pressure on thumb pad opens jaw and strong spring holds keeper when pressure is removed. At the right, the self supporting 605 being placed on the valve stem, keepers in correct position.

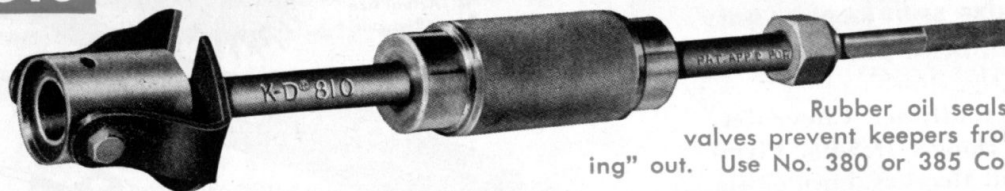


*** 605 will handle split keys with Outside Diameter not less than 7/16"; Inside Diameter (or valve stem diam.) not greater than 3/8".**

K-D 610**VALVE KEEPER RECEIVER**

Fits around tappet between jaws of lifter and prevents keepers falling into crankcase when spring is raised. **Extra safety feature**—high guard walls telescope when handles are compressed, open again when 610 is around tappet. Ideal for use with K-D Lifters. Rustproof cadmium finish. 4" long, net wt., 2 oz.



K-D 810**PERCUSSION-TYPE VALVE SPRING REMOVER***A new & faster way to remove springs on Chevrolet, other overhead motors.*

Rubber oil seals on some valves prevent keepers from "bouncing" out. Use No. 380 or 385 Compressors.

Bounces keepers out as fast as you can move from one spring to the next

Here's the fastest tool on the market today for removing valve springs on Chevrolets and other overhead engines. Not necessary to block valves, just place the head on the bench and go to work. Tool consists of a long machined bar with a counterbored driving head on one end, plus a heavy sliding percussion hammer. It is equip-

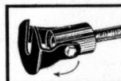
ped with a swinging clevis to convert it into a puller for stuck valves. With No. 815 Valve Guide Driver (purchased separately) it becomes a Valve Guide Driving Tool.

Ruggedly constructed of machined steel parts for long dependable service. Rustproof cadmium finish. 20 3/4" long. Net wt. 5 lb.

810G Driving Head: For larger motors such as International K-8, K-10, K-11 and others with spring retainer 1 1/2" diam. or less. Not equipped with clevis for pulling stuck valves. Net wt. 14 oz.

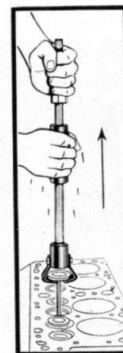
MULTIPLE USE TOOL**► 'BOUNCING' OUT KEEPERS**

FIRST: Put clevis in non-operating position as shown.* Place tool with counterbored driving head on top of valve spring washer. Lift sliding hammer and bring it down sharply. Shock imparted to spring washer compresses spring, keepers "bounce" out.

**► PULLING STUCK VALVES**

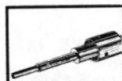
FIRST: Swing clevis out into operating position as shown.* To remove "stuck" valves turn camshaft until valve is up from its seat. Insert clevis under valve head (stem in clevis slot) and pull valve by striking hammer up against hex nut at top of bar. Safe.

* Hardened steel (spring temper) clevis binds on driving head, locking in operating or non-operating position. NOT NECESSARY TO LOOSEN SUPPORTING SCREWS TO CHANGE POSITION.

**K-D 815****VALVE GUIDE DRIVER**

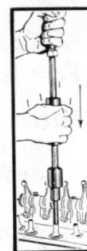
Use with K-D No. 810 to drive out and replace valve guides in Chevrolet motors. Must be purchased separately.

A solid, stepped-down machined steel bar. 6 3/4" long. Pilot 11/32" diam. Net wt. 11 oz.

**► OPERATION**

Insert No. 815 Driver into driving head of No. 810 as shown.* Insert end of driver into guide and drive guide down, out of block. The stepped down Driver rests against top sides of the guide. Force is transmitted against top of guide.

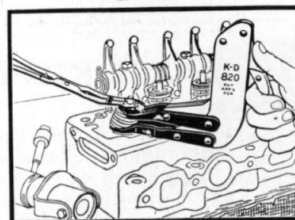
* It is recommended that clevis be removed for this operation to avoid damage.

**K-D 820****VALVE SPRING COMPRESSOR***For replacing valve springs on Chevrolets (Heads on or off).***Not necessary to remove rocker arm assemblies.**

Designed especially to replace the angled valve springs in Chevrolet engines, this tool can be used to replace springs in most all overhead engines within its capacity. Moving operating handle up opens jaws; moving it down closes and lock jaws, keeps spring safely compressed. Oil tempered adjustable jaws, heavy bar steel frame. Safe, one man operation, makes a difficult job easy. Rustproof cadmium finish. Net wt. 2 lb.

► OPERATION

This actual shop illustration shows the 820 replacing one of the valve springs in a Chevrolet motor. The compressed spring is placed on the valve. Install keepers. Opening the jaws of the compressor allows spring to expand, engaging keepers in correct position on valve stem. Proceed to next spring.



K-D 325 HEAVY DUTY COMPRESSOR

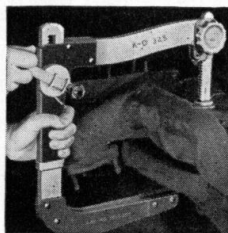
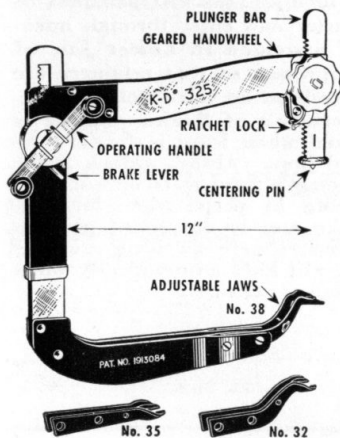
For the BIG Truck, Bus & Tractor engines

One man can operate this rugged deep-throated Compressor on most engines with manifolds in place! L- or Valve-in-heads. Lifetime construction. 3 pairs adjustable, oil tempered jaws.

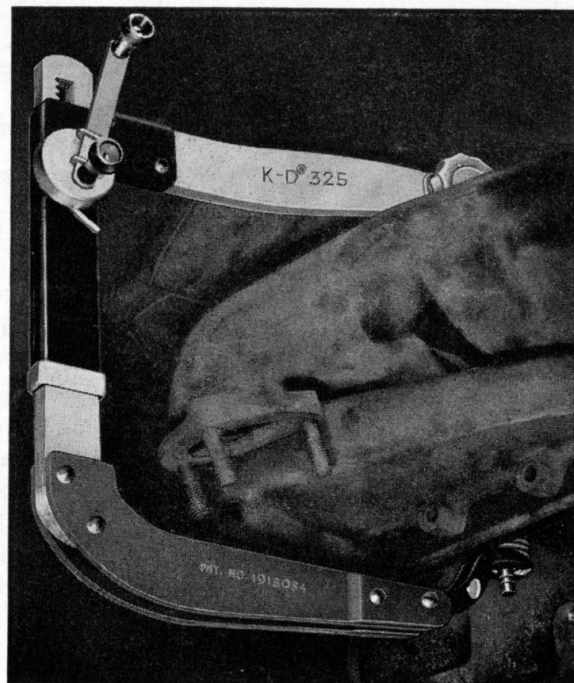
EASY TO OPERATE! Conveniently located Operating Handle eliminates stretching and pulling. Beneath it is unique brake which may be pre-set to lock automatically at any point where lifting stops.

VERSATILE! The Plunger Bar adjusting feature together with the selection of jaws provides the flexibility to service valves of any length, from the shortest to the longest, in any position.

SAFE! Internal pinion and rack construction prevents pinched fingers; provides power to spare, assures long life. Packed with 3 sets of jaws: No. 35 Straight; No. 32 Offset; No. 38 Extra Hi Offset, plus complete instructions. Net wt., 9 1/4 lbs.



Two views, raising a valve spring on a popular make truck engine.



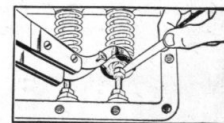
▶ OPERATION

1. Adjust jaws to fit spring diameter.
2. Set Plunger Bar to its full height.
3. Automatic Brake may be pre-set by pushing Brake Lever toward jaws.
4. Position Compressor with Plunger Bar on valve head, Jaws under retainer.
5. Raise spring to desired height by turning Operating Handle.
6. Remove keepers.
7. Unlock brake (be sure of this), lower spring and proceed.

THE PLUNGER BAR

When the lift is not within the travel of the gear and rack mechanism, additional lift can be gained by lowering the Plunger Bar. This feature also provides extra versatility to maneuver the Compressor around obstructions.

In certain engines the lower spring retainer extends below end of valve stem (Autocar). With 325, valve is held down and retainer can be raised enough to clear end of stem for checking valve-to-tappet clearance with feeler gage. This can be done **before or after** keepers are in.



SPECIAL FEATURE

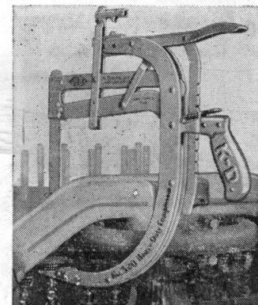
K-D No. 38W Jaws for White Motors. Same as No. 38 jaws, but altered to prevent striking block back of valves. Use with Nos. 320, 380, or 325 Compressors.

K-D 320 VALVE SPRING COMPRESSOR

For many large truck, bus motors & tractors

Will not service Cadillac, LaSalle or Lincoln-Zephyr. To service Cadillac, see K-D 337 set or 339, page 8; Lincoln-Zephyr see page 10.

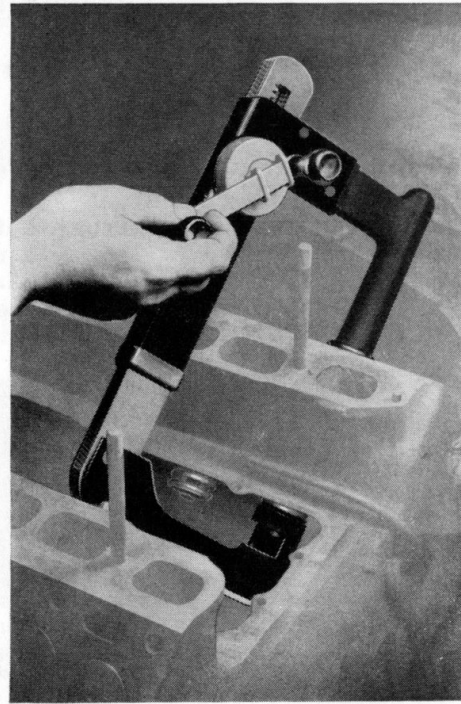
With inside clearance 11" x 14", the 320 is big enough, sturdy enough to service many truck and bus motors, also some tractor motors. Automatic ratchet lock engages in 8 positions, allows free use of both hands when spring is raised. Spring compressing attachment for all sizes of springs. Heavy bar steel, rigidly reinforced. One pair No. 35 Straight Jaws and one pair No. 32 Offset Jaws furnished. No. 38 Extra High Offset Jaws (above) can be used but are not furnished. Net wt. 10 lbs. 6 oz. Worn or damaged parts replaceable. See page 9.



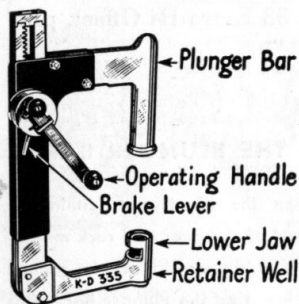
K-D 337 CADILLAC COMPRESSOR SET

For all Cadillac and LaSalle V8's from 1936 to 1949. On new overhead types use K-D 380 Compressor. (See Page 3)

The set comprises the No. 335 Valve Spring Compressor and the No. 336 Valve Keeper Insert. With the Set one mechanic can remove and replace all valves without walking from side to side for each valve. All left bank valves are removed while standing on the right side and vice versa. It is sturdily constructed of heavy stampings and cast steel and will last a lifetime in normal use. Unique brake provides instant, positive locking at height desired. Set packed in sturdy carton. Net wt. 8 lbs., 9 oz.



► OPERATION



No. 335 COMPRESSOR



1. Remove all valve lifter assemblies.
2. Place Compressor on valve with *Plunger Bar* on valve head (centering pin automatically centers it on valve head) and *Lower Jaw* under valve spring washer.
3. Turn *Operating Handle* clockwise to raise spring. Lock the *Operating Handle* by pushing *Brake Lever* towards jaws when spring is at desired height.
4. Remove valve retainers, allowing them to fall into the *Retainer Well* provided in lower jaw. To remove retainers from well, swing hinged cover to either side catching retainers with other hand as they fall through.

To Replace Retainers . . . Place Retainers one in each spring-tensioned holding jaw on the No. 336 Insert. (Thumb pads actuate holding jaws.) Open jaws of Insert and enter through opening provided in *Lower Jaw* of Compressor so that retainers are in position on valve stem.

Operation of Brake—Brake is locked when lever is forward toward jaws. Always unlock brake to remove from valve or when operating in preparation for use. Brake may be in locked position if desired before raising a spring and will hold automatically when spring is raised.

K-D 339 CADILLAC VALVE SPRING LIFTER

For occasional service on all Cadillac & LaSalle V8's from 1936 to 1949. Low priced.

Valve spring retainers removed and replaced with safety and without walking from side to side for each valve. All right bank valves removed while standing on left side, and vice versa. Sturdy, all-steel construction with positive ratchet wrench action. Will give a lifetime of service with normal handling care. Net wt. $\frac{3}{4}$ lb. Rustproof cadmium finish.

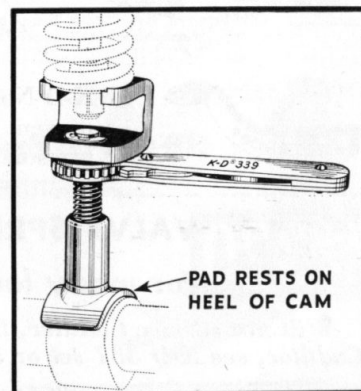
► OPERATION

1. After removing the hydraulic valve lifter assemblies turn the camshaft until heel of cam is up on top.
2. Place the curved pad of Lifter on heel of cam. With ratchet set to raise, work handle back and forth until jaw fits under valve spring washer. Be sure washer is seated in the depression on the top of Lifter jaw.

3. Raise spring to desired height and remove retainers. Note that Lifter stops and locks automatically at any desired height.

4. To lower spring reverse the ratchet action. Repeat the above operations when ready to replace valve springs.

5. Use K-D 336, 605 or 608 to replace keys.



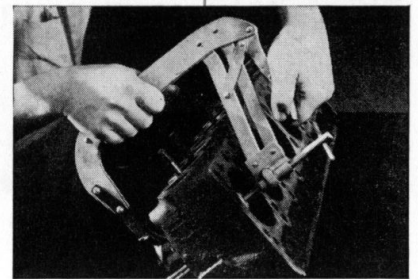
K-D 385 VALVE SPRING COMPRESSOR

For small valve-in-heads or L-heads.

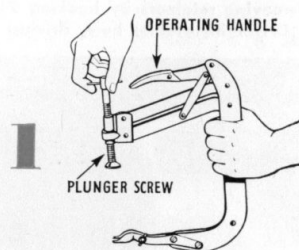
Also small British Motors.

Serves all models of Chevrolet. Adaptable to other overhead motors including Buick, Wisconsin Motors (Models VE4, VF4, AB, and AK single cylinder) and other industrials. Serves small L-head motors if manifolds are removed. Heavy bar steel, with oil-tempered, adjustable jaws. Plunger adjustable by screw for different lengths springs. Safety over-center lock permits free use of both hands when spring is raised. Inside clearance $4\frac{3}{4}" \times 6\frac{1}{4}"$. Net wt., 2 lbs., 12 oz. Rustproof cadmium finish.

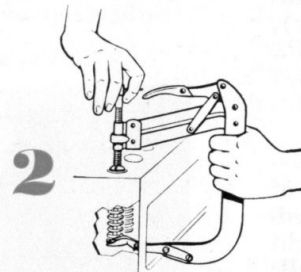
Raising a spring on a late Buick motor with the K-D 385 Compressor.



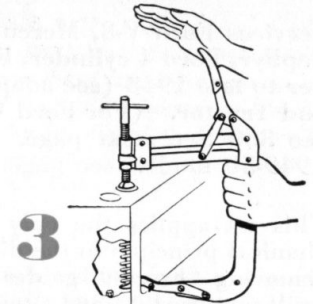
OPERATION



Adjust the jaws to the diameter of the spring to be raised. Raise PLUNGER SCREW to its full height.



With the OPERATING HANDLE down, raise the first spring by turning the PLUNGER SCREW down. This automatically sets the depth of the PLUNGER SCREW for the remaining springs.



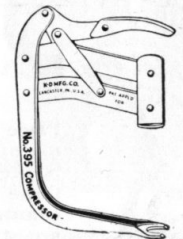
Remove the Compressor from the first spring by raising the OPERATING HANDLE. Proceed to the rest of the springs, using the OPERATING HANDLE only. (On motors where space may not permit the swing of the OPERATING HANDLE, use the PLUNGER SCREW to raise and lower spring.)

K-D 395 VALVE SPRING COMPRESSOR

For British 8 h.p. Ford, Morris Minor

No. 395 COMPRESSOR to fit British Ford 8 h.p. and Morris Minor Motors. Heavy gage steel. Automatic over-center lock. Net wt., 1 lb., 6 oz.

No. 397 COMPRESSOR to fit British Austin 7 h.p. motor. Net wt., 1 lb., 7 oz.

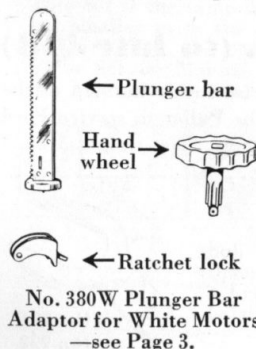


K-D REPLACEMENT PARTS

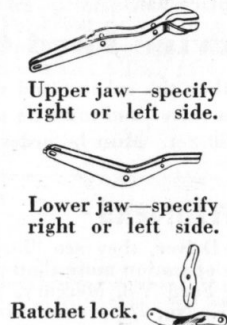
For Nos. 380, 600, 900, 320

Genuine parts for the K-D Tools indicated. When ordering please specify the part name and tool number.

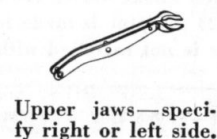
No. 380 COMPRESSOR (Page 3)



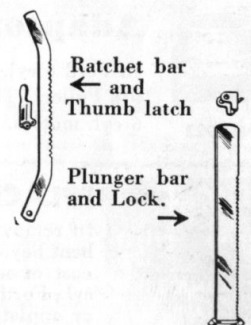
No. 600 LIFTER (Page 4)



No. 900 Hi-Offset LIFTER (Page 4)



No. 320 Compressor (Page 7)



VALVE SERVICE TOOLS FOR FORD MOTORS

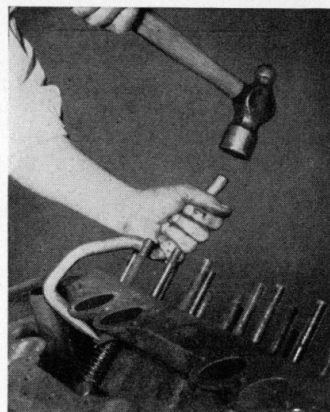
K-D 920 VALVE GUIDE PULLER SET

For removing guides on ALL Ford-built motors from 1934 to 1950 except 60 h.p.; 150 h.p. Lincoln & Big Ford Truck ('49-'50); 6 cyl. after '48.

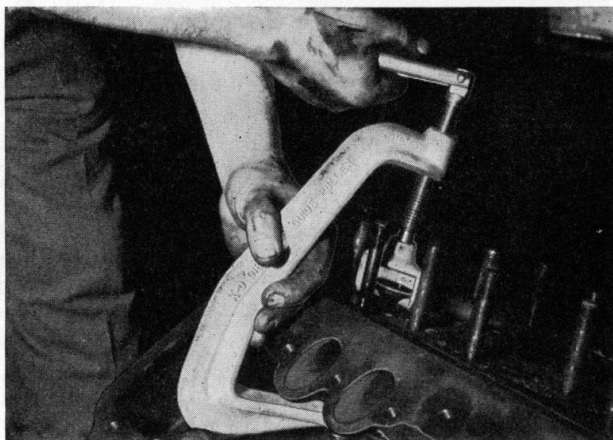
Services Ford V-8, Mercury, Lincoln-Zephyr, Ford 4 cylinder, Ford 6 cylinder to late 1948 (see adaptor below), and Tractor. (For Ford V-8-60 H.P., see 860 Set, next page. To service 1949-50 models see pages 12 & 13).

This set applies the only correct mechanical principle to the difficult job of removing "Frozen" guides from Ford-built motors, 1934 and later. Gets right over the point of resistance and pulls straight up . . . removing assemblies without damage or delay, no matter how tightly they are stuck! Correctly designed and strongly made of drop-forged and tool steel. Quick and easy to operate—often pays for itself on first job. Valve Service Manual showing procedure, tolerances, clearances furnished FREE with each set. 920 Set net wt., 7 lb., 6 oz.; 917 Driver 1 lb., 6 oz.; 918 Puller 6 lb.

Set consists of one 917 Valve Retainer Driver, one 918 Valve Guide Puller, one set of 16, No. 922 Valve Guide Retainers, plus latest edition of K-D Valve Service Manual. Steel jaw plate on Puller replaceable.



Removing retainers by hooking 917 Driver in retainer hole, driving



When 918 Puller handle is turned—assemblies are pulled straight up, out, no matter how tightly stuck.

► OPERATION

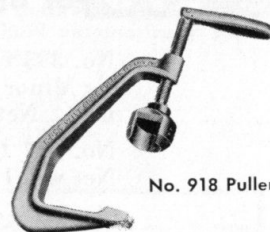


No. 917 Driver

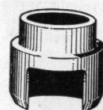
Place 917 Driver with hook end engaged in retainer hole (see photo top of page). Allow spring retainer (lower one) to remain in place. Strike handle of Driver squarely and firmly, but not too hard. Continue driving until retainer is removed. The retainer rests in a counterbore in block, and must be "forged" out slowly. If guides are stuck tight, damage to guides may result if first few hammer blows are too hard. (There is a vent hole through LINCOLN-ZEPHYR retainers, and to avoid tearing, these retainers must be handled with even more care than those in other Ford motors.)

While this method will probably damage retainers, the time saved will more than pay the small cost of new retainers. (See No. 921, 922 below.)

After retainers are removed, place Puller in position shown in lower photo—the hardened steel jaw plate between spring coils under guides, the pressure cup on block casting around valve head. When screw handle is turned, jaw plate bears on bottom of guides and assembly is pulled straight up and out, no matter how tight. Cup has sufficient internal clearance to allow valve head to rise inside as assembly comes up. Set works fast, easy—usually removes ALL valves in less than 30 minutes. Hardened Steel Jaw Plate can be replaced if damaged or broken. Shipped with rivets, easy to install. See price list.



No. 918 Puller



No. 923

Adaptor for 920 Set to service Ford 6 cyl. (to late '48)

In Ford 6 cyl. motors the intake valves are larger than the exhaust and will not rise inside the cup of the 918 Puller. The No. 923 Adaptor is made for these valves and must be used on the Puller to service Ford 6 cyl. motors. Adaptor is not included with the 920 Set. Must be ordered separately. Net weight 5 oz.

K-D REPLACEMENT VALVE GUIDE RETAINERS

921, 922

In removing retainers with 917 Valve Guide Driver, they are "forged out" and bent beyond salvaging. The time saved in this operation more than pays the small cost of new retainers. No. 922 Retainer fits Ford V-8, Mercury, Ford 4 and 6 cyl., Ford Tractor. No. 921 fits Lincoln Zephyr. No. 922 available in bulk, plated or unplated, 3000 up.



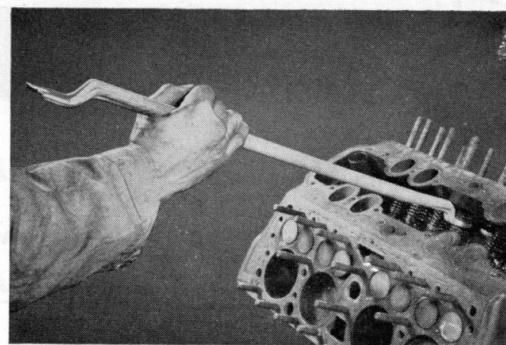
No. 921
No. 922

K-D 245 BAR TYPE VALVE SPRING LIFTER

For replacing assemblies in Ford V8 and Mercury motors

An ideal companion tool to 920 Set for replacing retainers. Not for removing! Forged from chrome vanadium steel, correctly designed, properly tempered. 30" long with identical jaws at each end. Rustproof cadmium finish. Valve Service Manual furnished. Net wt. 3 lbs., 8 oz.

NOT
to be used for
prying out
'frozen' valve
guides. Guar-
antee voided
if used in this
manner.



K-D 245 in place on a Ford V-8 motor. Raising handle pulls guide down for installing retainer.



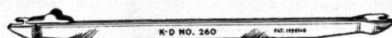
► OPERATION

Replace serviced assembly in guide bore with the split between the guides running crosswise in

motor, so that each half of the guides is gripped by the jaw of the bar lifter. Insert the jaw of the 245 between the coils of the valve spring, engaging the shoulder cast on the bottom of the guides. Raising up on the handle of the lifter pulls the guide down . . . permitting installation of the valve guide retainer. It's fast and easy.

K-D 260 BAR TYPE VALVE SPRING LIFTER

For replacing assemblies Ford V-8-60



Strong channel steel, hardened, but not to be used on "Frozen" guides. Especially recommended for use with K-D 860 Set (see Operation of 860 Set, below), but not in place of it. Rustproof, cadmium finish. Net wt., 1 lb., 1 oz.

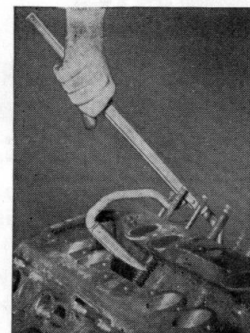
K-D 925 VALVE ASSEMBLY REPLACING TOOL

For Fords where there is no "heel" to rest bar lifter.

The K-D 925 designed for Lincoln-Zephyr, Ford 4, Ford 6, and Tractor to '48 . . . but not Ford V-8-60, will also replace assemblies in Ford V-8 & Mercury to date (except 150 h.p. Trucks '49-50). Primarily for use where there is no "heel" to rest a bar lifter. It is a strong dependable tool of channel and tool steel construction. Positively must not be used in an attempt to remove "frozen" guides! Rustproof cadmium finish. 21" overall length, net wt. 3 lbs.

► OPERATION

The link on the end of the tool is hooked on one of the head studs as shown in the photo right. The jaw is inserted between coils of spring and engaged on guide flange. Downward pressure on the handle pulls assembly down, permitting installation of guide retainer. The handle of the 925 is short enough to service Ford 4 and 6 cylinder motors and also has rod extension for extra leverage on stiff springs.



K-D 925 hooks on head stud, downward pressure on handle does it!

K-D 860 VALVE GUIDE PULLER SET

For removing guides Ford V-8-60 only.

This Set is the same in mechanical principles as the 920 on page 10, but smaller to fit the 60 H.P. Ford V-8. Consists of one 861 Valve Guide Puller, one 862 Valve Guide Driver, and latest edition K-D Valve Service Manual. 860 Set, net wt., 4 lbs., 14 oz.; 861 Puller, 4 lbs. 3 oz.; 862 Driver, 11 oz.

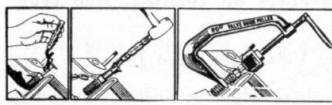
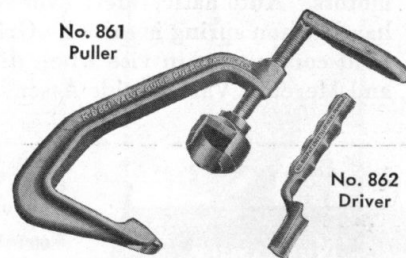


Fig. 1 Fig. 2 Fig. 3

► OPERATION

Fig. 1 shows valve and spring being raised with 260 Valve Lifter (above) without removing the lower valve spring retainer . . . and insertion of Driver. Fig. 2 shows Driver in position, self supported under valve head with guides driven down far enough to remove guide retainer. With K-D 260 Bar Lifter raise valve and

spring without removing lower spring retainer. Insert Driver under valve head. Again raise valve with Lifter, insert Driver (Fig. 1). Fig. 2 shows Driver in position, self supported under valve head. Strike handle with hammer, driving guide down far enough to remove retainer. Fig. 3 shows Puller in position to pull assembly . . . hardened steel jaw between coils of spring under guides . . . pressure cup resting on block casting around valve head. Turn down screw handle . . . assembly is pulled straight up—no damage or delay. Pressure cup has sufficient internal clearance to allow valve head to rise inside as assembly is pulled. Hardened steel Jaw plate replaceable if damaged or broken. Shipped with rivets. Easy to install. See price list.



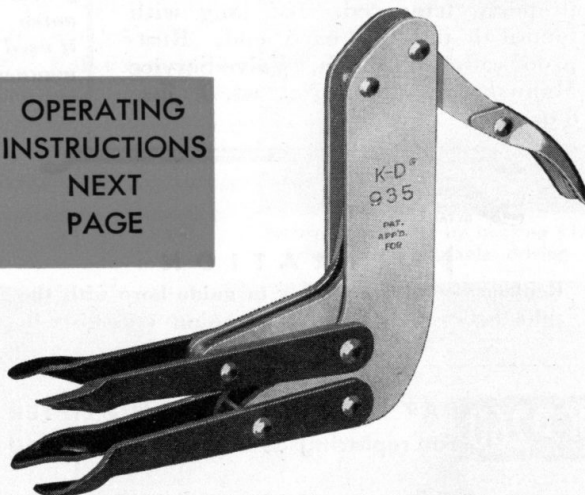
Valve Service Tools for 1949-50 Ford V-8, Lincoln (Also Canadian Monarch & Meteor)

K-D 935 VALVE SPRING COMPRESSOR

A necessary tool for removing valve springs on 1949-50 Lincoln & 150 h.p. Ford Truck (Models F7, F8). Must be used with K-D 930 Compressor below !

Due to small clearance, the K-D 935 Compressor must be used to remove valve springs from the motor before other work can be done on valves and hydraulic lifters. With the K-D 935 you can slide springs out, and in again, making this difficult job easy. Safe, one-man operation. Oil tempered jaws, heavy bar steel frame. Moving operating handle down compresses spring, locks jaws. Latest edition K-D Valve Service Manual furnished. Net wt., 2 lb.

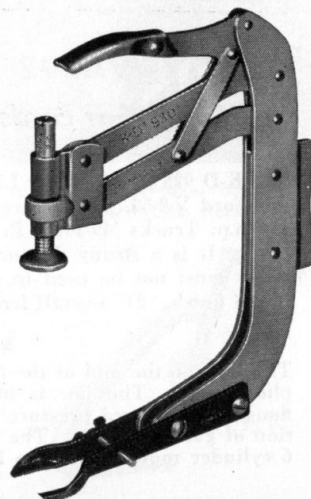
OPERATING
INSTRUCTIONS
NEXT
PAGE



K-D 930 VALVE SPRING COMPRESSOR

- 1** For use with K-D No. 935 Compressor to raise valve springs & remove keepers on 1949-50 Lincoln & 150 h.p. Ford Truck (Models F-7, F-8).
- 2** For disassembling & assembling 1949-50 Ford & Mercury V-8 valve assemblies.
- 3** Also for servicing individual valves on 1949-50 Ford & Mercury V-8 motors, without removing guides.

This tool is built with all the time proven characteristics of K-D Tools. It is sturdily constructed, easy to use, one-man operated. Heavy bar steel frame with oil tempered, adjustable jaws. Plunger adjustable by plainly marked screw for different horsepower motors. Automatic, safety over-center lock permits full use of both hands when spring is raised. Grip block on back of frame used to hold compressor in vise when disassembling and assembling Ford and Mercury Valve Guide Assemblies. Net wt., 2 lbs., 8 oz.



OPERATING
INSTRUCTIONS
NEXT PAGE

Necessary
COMPANION
TOOLS
for 1949-50 Fords

608 Valve Keeper Insertor—for replacing valve keepers on 1949-50 Ford built motors. See page 5.

609 Valve Keeper Insertor—for installing valve keepers on rotating, free type valves in F7, F8 trucks, also 6 cyl. 8MTH engines. See page 14.

617 Piston Pin Insertor for 1949-50 Ford & Mercury V-8s. See page 16.

1120 Valve Grinding Bushing for taking place of guides when grinding valves on 1949-50 Ford V8 & Mercury. See page 15.

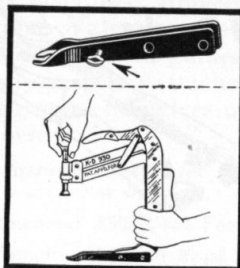
700 Valve Spring Lifter—for servicing Ford 6 and Tractor since 1948. See page 4.

920 Valve Guide Puller Set—for nearly all Fords 1932-50. See page 10.

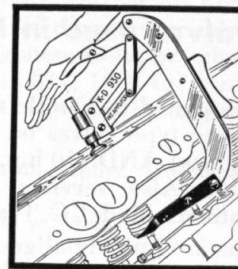
245 Bar Type Spring Lifter for replacing valve guide assemblies. See page 11.

Servicing 1949-50 Lincoln, F-7, F-8 Trucks IN TWO EASY STEPS

FIRST STEP Raise spring with 930 Compressor, remove keepers

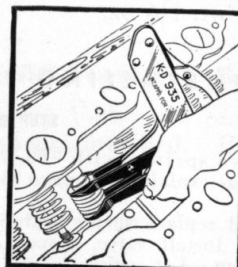
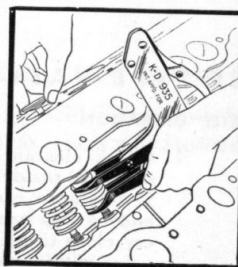


1. Adjust jaws with wing screw to fit valve spring. Next — adjust plunger screw to line marked 150 h.p. Compressor now ready for use.

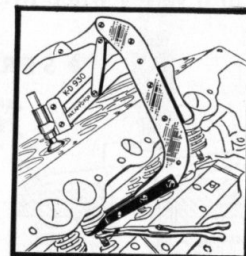


2. Raise operating handle. Place compressor on motor. Pushing operating handle down raises spring. After keepers are removed, raise operating handle to remove compressor. Proceed to next spring. Do not disturb plunger bar setting.

STEP TWO Remove spring with 935 Compressor



Reverse
operation
to replace
springs.



1. Place upper jaw in position between cylinder casting and upper valve spring retainer; lower jaws beneath lower valve spring retainer. Compress spring by moving operating handle down until it locks in position. 2. Hold compressed spring up against cylinder casting. Before valve is removed be sure that tappet is not stuck in the lower spring retainer. Remove valve. 3. Valve removed, slide spring down, cocking lower end toward you until inner edge of lower retainer rests on top edge of tappet. Bear down to compress small hydraulic tappet spring, and at same time pull toward you, gently, to slide spring out.

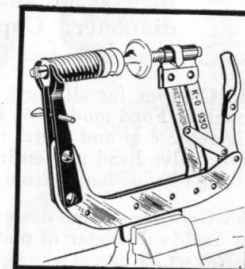
4. Replace spring and valve in motor. Raise spring, install keepers on valve stem with self supporting K-D 608 Insertor. Raise operating handle of compressor, allowing spring to descend into place. K-D 608 services following 150 h.p. motors: all 1949-50 Lincolns; Ford Truck to Engine #8EQ-27993.

How to service 1949-50 Ford & Mercury V-8*

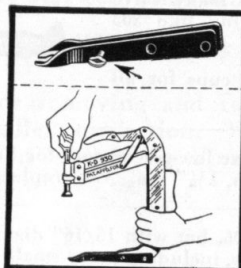
GENERAL SERVICING

It is recommended that complete valve assemblies be removed as on former Ford motors with K-D 920 Valve Guide Puller Set. Use the K-D 917 Driver to remove horseshoe retainer; 918 Puller to remove assembly. See Page 10.

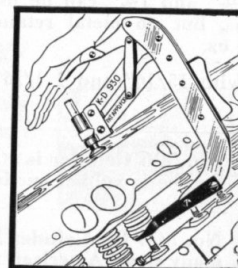
After valve assembly is removed from motor, use K-D 930 Compressor (gripped in bench vise) for disassembling and assembling.



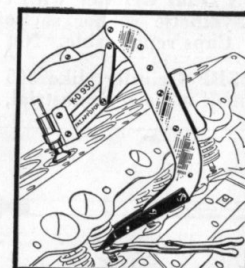
OPTIONAL SERVICING OF INDIVIDUAL VALVES WITH K-D 930 (without removing guides)



1. Adjust jaws with wing screw to fit valve spring. Next — adjust plunger screw to line marked 100 h.p. Compressor is now ready for use.



2. Raise operating handle. Place compressor on motor. Pushing operating handle down raises spring. After keepers removed, raise operating handle to remove compressor. Proceed to next spring. Do not disturb plunger bar setting.



3. Reverse operation to replace spring. Install keepers on valve stem with self supporting K-D No. 608 Insertor. Raise operating handle of compressor, allowing spring to descend into place.

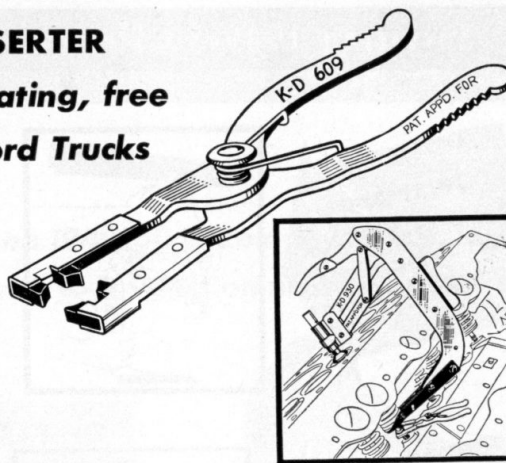
* To service Ford 6 cyl. since 1948, use K-D 700 Lifter (Page 4); 608 Insertor (Page 5).

K-D 609 MAGNETIC VALVE KEEPER INSERTER

For installing keepers on the rotating, free type valves used in 1949-'50 Ford Trucks

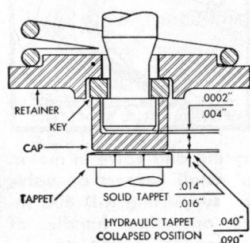
This tool is specially designed to handle the split collar type keepers used in free type valves on Ford 150 h.p. Trucks (8 cyl. 8EQ engines) AND 110 h.p. 6 cyl. (8MTH engines) Ford Trucks. Also services Massey-Harris "Pony" and Allis Chalmers Model G Tractors.

Only 4 1/2" long, keepers are quickly aligned on the small jaw magnets. Self supporting on the valve stem. This tool is also very handy for picking out keepers that drop into valley when lifting spring. Net wt. 1 1/2 oz.



SERVICING & INSTALLING FREE TYPE VALVES

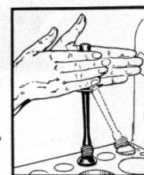
STEP BY STEP OPERATION



1. Remove valve springs with 930, 935 Compressors as explained on page 13.
2. Compress and replace spring with 935 Compressor. Install valve, place Cap on end of stem. Let spring down.
3. To replace the split collar type keepers on these valves, lift spring with 930 Compressor, install keepers with 609 Inserter. Lower spring and proceed to next valve.
4. Check clearance between end of valve stem and *inside* of Cap. (See diagram). If clearance exceeds .004", polish open end of Cap against a piece of fine emery cloth to bring vertical movement of valve within specified clearance. If less than .0002", grind off end of valve stem. It may be necessary to remove the valve assembly several times before arriving at proper clearance. The 609 is the only inserter available to do this job, and will save much time.

K-D VACUUM CUP VALVE GRINDERS . . . for hand grinding valves.

For hand grinding flat head, unslotted valves. The synthetic rubber vacuum cups are impervious to oil, grease, gasoline and atmospheric conditions. They are made with thin walls for greater suction in 4 sizes, adaptable to valve heads up to 1 1/2" diameter. Cups are replaceable.



No. 503 Grinder in use. Notice how cup stays on center.

No. 503 Grinder for all Ford built motors using valves with head diameter of 1 1/2"—such as Ford models A, B, 4 cyl., V8, and V12. Grinder is equipped with 1 3/8" diameter cup and metal retaining ring having inside diameter of 1 9/16" to fit over valve head preventing rubber cup slipping off center while grinding. Metal flange keeps hands from sliding down wooden handle. Net wt., 4 oz.

No. 865 Grinder—Same design as 503 having cup diameter of 1 1/16" for Ford V-8-60. Inside diameter of metal retaining ring 1 5/16" for 1 1/4" diameter valve head. Net wt., 3 oz.

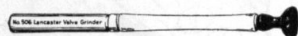
No. 505 Dual Grinder with cups 1 1/8" and 1 3/8" can be used on many valve sizes. Synthetic rubber suction cups, but no metal retaining ring like 503 above. Cups replaceable. Net wt., 3 oz.

No. 505BF Grinder, like 505 but with 15/16" and 1 1/16" dia. cups for all types small motors—industrial, etc.



No. 506 Grinder is a popular low-priced tool for Ford-built and many other valves. Synthetic rubber suction cup, 1 3/8" dia. Cup replaceable. Net wt., 2 oz.

No. 506 BF Grinder like 506, but with 15/16" diameter cup. For British Ford and many small American motors, including many small industrial motors. Net wt., 2 oz.



No. 504

No. 504 Adaptor for use with mechanical grinder on Ford and other unslotted valves. Synthetic rubber suction cup and metal retaining ring to keep cup from slipping off center while grinding. Cup diameter 1 3/8". Net wt., 2 oz. **No. 507**, plain synthetic rubber cup adaptor for use with mechanical grinders. 1 1/8" dia., net wt., 1/2" oz. **No. 509** same with 1 3/8" diameter. Net wt., 1/2 oz.



No. 507
No. 509



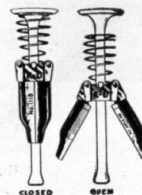
Rubber Cups only. May be ordered in the following diameters: 1 1/16", 1 1/8", 1 3/8".

When ordering replacement cups, be sure to specify cup diameter.

K-D VALVE GRINDING BUSHINGS

For taking place of guides while grinding valves in Ford Motors.

Accurately machined, hinged, one piece bushings, sizes for all Ford-built motors. Valve installed as shown in cut. Used when grinding valves, also in place of guides when establishing stem-to-tappet clearance. Jumper spring attached. Nos. 1118, 1160, 511, 1260 for Fords using mushroom-end valves up to 1949. 1949-'50 Ford & Mercury use No. 1120 below.



No. 1118, Body diameter 1.029", for Ford V-8, Mercury, Lincoln-Zephyr, Tractor, Ford 4 cyl., and Ford 6 cyl. Net wt., 4 oz.

No. 1160, Body diameter .8505", for Ford V-8-60 h.p. only. Net wt., 3 oz.

No. 511, Body diameter .591", for Ford A and B. Net wt., 3 oz.

No. 1260, Body diameter .8105", for British Ford 8 H. P. Net wt., 3 oz.

NEW! No. 1120 for 1949-'50 Ford V-8 & Mercury

No. 1120, for 1949-50 Ford and Mercury V-8's—one piece, solid bushing, valve installed as shown. Jumper spring attached. Body diam. 1.030", net wt., 5 oz.



K-D VALVE GUIDE DRIVERS . . . for driving out 'frozen' valve guides

Well made, drop-forged tools, correctly designed to drive "frozen" Ford Valve Guides.

No. 502 Driver is for Ford Models A and B and is long enough to drive guides completely out of the bores. Net wt., 11 oz.

No. 818 Driver is for Ford Models V-8-85, 1932 and 1933 and is long enough to drive guides completely out of the bores. Net wt., 10 oz.

No. 862 Driver is for Ford V-8-60 only and is designed to drive guides down only far enough to permit the removal of the guide retainer. It will not drive guides completely out of the bores. Net wt., 11 oz.

No. 919 Driver is for Ford V-8-85 (early models) and Lincoln-Zephyr. Drives guides down only far enough to permit the removal of the guide retainers. Net wt., 11 oz.



No. 502
No. 818



No. 862
No. 919

No. 919 cannot be used on late motors because the new type heavy valve springs will not allow valves to rise high enough to allow insertion. Use No. 917, page 10.

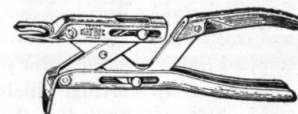
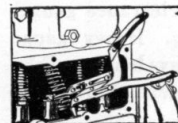
No. 815 Driver is for use with K-D 810 to drive out and replace valve guides in Chevrolets. See Page 6.



K-D 307 VALVE SPRING LIFTER

For "A" and "B" Fords only.

The most efficient tool for removing and replacing these valve springs. Parallel jaw action. "Walks" spring right in or out, as shown in illustration. Sturdy. Dependable. Net wt., 12 oz.

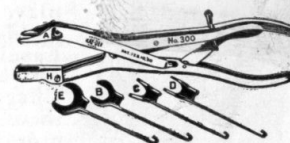


"Walks" springs
right in or out.

K-D 300 VALVE SPRING LIFTER

For Servicing L-head motors.

The original K-D Lifter which is still very popular. 11" long, with safety ratchet lock and interchangeable jaws. No. 300 has 6 jaws, as shown and weighs 1 lb., 11 oz. net. When ordering extra jaws, please use correct letters as indicated.



K-D PISTON PIN TOOLS . . . for removing & installing wrist pins

Necessary tools for installing and removing wrist pins in Ford and other motors using center split ring pin lock. Tapered end expands split ring in rod, allowing easy insertion of pin. Tools threaded in center for removal after pin is installed. Alloy steel, hardened and ground to accurate fit.

No. 560 Pin Tool, Ford A and B, net wt., 2 lbs. Diameter .997".

No. 617 Pin Tool, for 1949 Ford & Mercury V-8s. Diameter .747". Stud size 9/32". Net wt., 12½ oz.

No. 618 Pin Tool, Ford V-8-85, Mercury, Lincoln-Zephyr and all other late models using split ring center lock only. Not for V-8-60. Net wt., 13 oz. Diameter .747". Stud size 7/16".

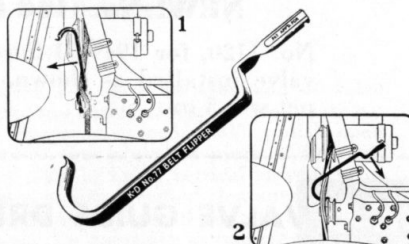
No. 619 Pin Tool, for Studebaker Champion since 1939. Diameter .747". Stud size 5/16". Net wt., 13 oz.



K-D 77 FAN BELT FLIPPER

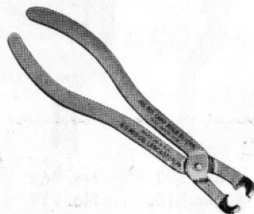
For removing, installing fan belts

For quick, easy removal and installation of V-type fan belts without the necessity of disturbing pulley settings. An especially good tool for Ford A, Ford B, Ford V-8-85, Mercury, and Lincoln-Zephyr. Straight end removes as shown in Illustration No. 1. Hooked end installs (Illus. 2). Carefully formed and milled from half round steel. Net wt., 7 oz.



K-D 425 LAMP BULB PLIERS

Removes, installs bulbs

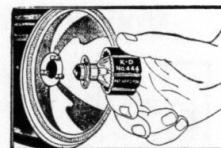


The right tool for removing and installing all types of lamp bulbs. Jaws milled with sharp teeth and templet fitted to exact diameter of bulb base to insure even, non-slip grip on base of bulb and prevent danger of cracking glass. Tempered. 7½" long, offset jaws to prevent scratched reflectors. Net wt. 4 oz.

K-D 444 LAMP BULB GLOVE

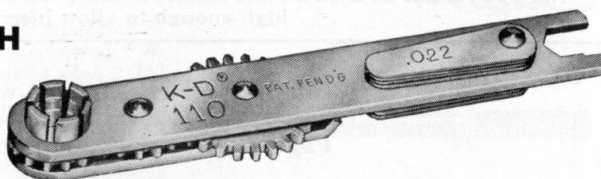
Removes, installs bulbs

Pliable rubber cup, ribbed inside, grips glass of bulb and makes removal and installation of lamp bulbs safe and easy. Also ideal for use on amplifying tubes. Small size and low price makes 444 a MOTORISTS' ITEM. Packed only in bulk.

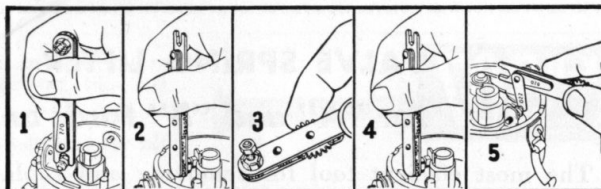


K-D 110 CONTACT POINT WRENCH

For Autolite-type Stationary Points



Removes, installs stationary points on Autolite type distributors. Speedy, sure, dependable. End wrench breaks loose lock nut. Socket on opposite end spins point in or out. Gear driven socket stepped down to hold point securely. Permits fast, easy finger tip starting. Includes clearance gauges from .015" to .030" for checking. Heavy gauge steel construction. 3¾" long—always handy. Fast, easy to use . . . see the 5 simple steps right.



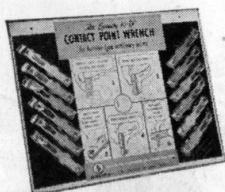
1. Break loose lock-nut holding old point.
2. Spin out old point.
3. Socket holds point securely—starts easy.
4. Spin in new point.
5. Measuring clearances from .015 to .040".

Services Autolite distributors used in:

Ahrens Fox 38-39, 46-47
American Bantam 38-40
Auburn 35-36
Autocar 37-41
Brockway 32-49
Checker Cab (Taxi) 40-41
Chrysler 35-38
Cord 36-37
Crocker Motorcycle 38-40
Crosley 40, 46-49
De Soto 35-38
Diamond T 34-49
Dodge 35-38
Dodge Truck 34-40, 42
Duplex 37-48
Fargo 34-38

Firebaugh (Scooter) 47
Four Wheel Drive 46
Gramm Truck 36-40
Hudson 35-42, 46-47
Hupmobile 35-36, 38-40
Indiana 37-40
Indian Motorcycle 35-48
International 46-47
Kenworth 47
La Fayette 35-36
Lincoln 35-39
Linn 46-48
Mack 48
Mack Jr. 36-38
Moreland 35-39
Nash 35-41, 46-47

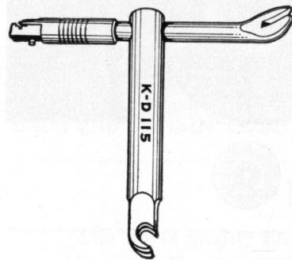
Oshkosh 35-41, 47-49
Packard 35-40
Paramount Taxi 35
Peter Pirsch 30-42, 46-48
Plymouth 35-38
Plymouth Truck 37-38
Reo Truck 34-39
Southern Coach 44-46
Sterling 40-48
Studebaker 35-42, 45-46
Studebaker Truck 36-42, 45-47
Terraplane 35-38
Ward LaFrance 45-48
White 37-41
Willys 33-35, 39-42, 45-49
Willys Truck 40-41, 45-49



Strong, eye-catching counter display, 11" x 14". Holds 12 tools. Easel back for quick set-up. Chart on back shows all distributors tool services. Net wt., 2 lbs.

K-D 115 UNIVERSAL IGNITION POINT ALIGNING TOOL

For aligning contact points right in the distributor.



This universal tool is the result of long and careful study of ignition experts and is carefully forged and machined to handle all kinds of points in *all* types of distributors, *including Ford*. Figs. 1, 2, 3 show each of the three arms of the tool in use on the type point it is made to service.

No. 115 is carefully machined and correctly tempered for complete satisfaction and long service. Net wt., 5 oz.

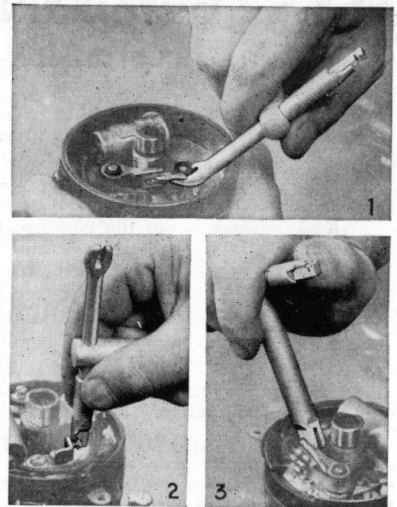


Fig. 1—Aligning channel type arm
Fig. 2—In use on high speed arm
Fig. 3—Aligning stationary point

K-D IGNITION KITS

For almost any type Ignition Adjustment

Many ignition ills can be blamed on incorrect point adjustments on voltage regulators and distributors. These K-D kits were created to meet the demand for a complete set of tools to do all types of ignition servicing quickly and accurately. They are the result of long and careful study by ignition experts. Each tool is properly tempered for long service and complete satisfaction.



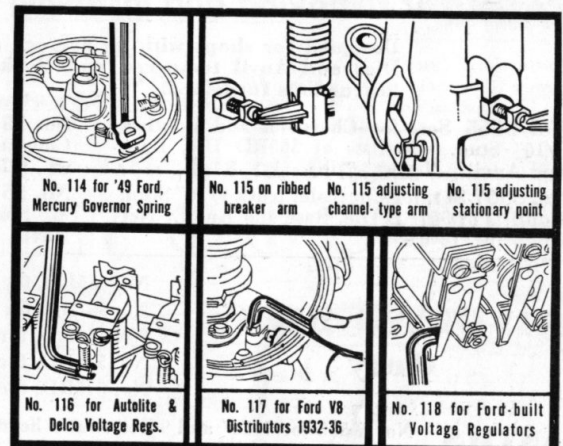
No. 120 KIT



No. 119 KIT

K-D No. 120 Kit contains K-D No. 114 Ford Governor Spring Adjusting Wrench; No. 115 Ignition Point Aligning Tool; No. 116 Autolite & Delco Voltage Regulator Tool; No. 117 Offset Screwdriver for Ford V-8 Ignition Point Clamping Screws; No. 118 Ford Voltage Regulator Tool. With this kit a mechanic can make almost any ignition point adjustment quickly, accurately. Tools packed in handy, pocket size plastic kit. Kit when folded measures $4\frac{1}{8}$ " wide x $4\frac{5}{8}$ " high.

K-D No. 119 Kit contains Nos. 114, 116, 117, 118 only. No. 115 not included. Pocket size plastic kit $3\frac{1}{4}$ " wide x $4\frac{1}{2}$ " high. Net wt., 4 oz.



K-D 90 NAILPULLER

Pocketsize!

A powerful, convenient tool for general use. For Carpenters, Electricians, Floor Layers, Everyone! A small, extra-leverage hand tool for pulling nails and wire fence staples; small enough to carry in your pocket or toolbox! Strong, durable, pulls up to tenpenny nails easily. 12" long, use it in tight places where ordinary bar pullers are too large

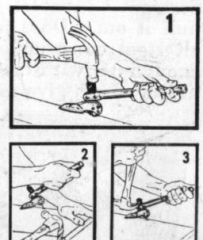


Small enough to carry in your pocket.

and awkward to manage. Easy to use—see operation, right. Rugged construction with hardened, tool-steel, counteracting jaws. Rust-proof cadmium finish. Net wt., 11 oz. Packed in counter display carton—6 Nailpullers, individually boxed, plus display board. Net wt., $4\frac{1}{2}$ lbs.

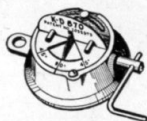
OPERATION

- 1 Rest rocker securely on wood surface with puller jaws straddling nail head. Strike top of upright member with hammer until both jaws are driven in wood under nail head. Raise handle until jaws grip nail, then pull.
- 2 With nail started, only one hand is necessary to pull it all the way.
- 3 For double leverage, engage claw hammer on pin in upright member—pull with both hands.

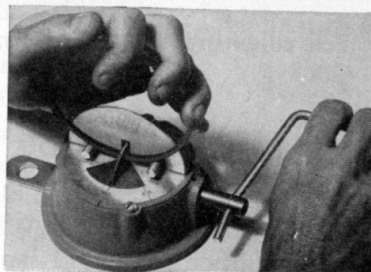


K-D 870 PISTON RING FILER

For precision sizing of all types of piston rings.



A portable rotary Filer for sizing any make, any type, and size of piston ring and doing it with machine shop precision. Filer holds to head stud or bolts to work bench. Ring is held against the calibrated gage plate as shown in illustration. When crank is turned, both ends of the ring are filed at the same time. Human error is eliminated and you're sure of a parallel workmanlike job. Six inch continuous cutting stroke. Saw teeth on edges of cutter can be used as rotary hack saw for slotting piston skirts, etc. Cutter milled to maximum sharpness and correctly tempered. Easily replaced. Net wt., 2 lb., 12 oz.



K-D No. 872 CUTTER FILE. For use on 870 above. Select tool steel, correctly tempered for long service. Net wt., 1 oz.



K-D 875 PISTON RINGER

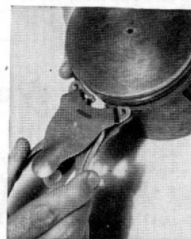
For removing, installing piston rings up to 4" diameter.

A handy, pocket-size tool which removes and installs all makes, types and sizes of piston rings up to 4" diameter. Light, but strongly built, with correctly tempered springs. Net wt. 3 oz.

OPERATION

To Remove Rings—The Ringer is placed on the ring with the spreaders in the ring opening, as shown right. When the handles are compressed the ring will be expanded and can be removed top or bottom from the piston. Saves rings, fingers.

To Install Rings—The gripping jaws of the Ringer are opened as shown right above and the ring is placed in the jaws, against the pins with the spreader in the opening. When the handles are compressed the ring will be expanded and can be installed. Fast!



Removing ring



Gripping to install

K-D WHEEL STUD RIVETING DIE SETS

For removing and installing wheel studs.

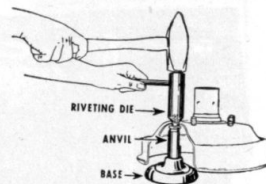
Designed for shops with an average amount of wheel work. Dies and Anvil tempered and Rockwell tested. Complete instructions furnished.

No. S565 Set, for Chevrolet and Pontiac, 7/16" Stud. Consists of 565RD Die, Base and Anvil. Net wt., 7 lbs.

No. S567 Set, for Chevrolet truck 9/16" Stud. Consists of 567RD Die, Base and Anvil. Net wt., 6 lbs. 14 oz.

No. S570 Set, for Ford-built cars, 1/2" Stud. Consists of 570RD Die, Base and Anvil. Net wt., 9 lbs., 6 oz.

No. S575 Set, for Ford AA and BB Truck, 3/4" Stud. Consists of 575RD Die, Base and Anvil. Net wt., 9 lbs., 14 oz.



NOTE: When ordering any of this equipment please use the type numbers given to avoid confusion.

RIVETING DIES

Only

No. 565RD, for 7/16" Stud (Net wt., 2 lbs., 5 oz.)

No. 567RD, for 9/16" Stud (Net wt., 2 lbs., 4 oz.)

No. 569RD, for 5/8" Stud (Net wt., 2 lbs., 4 oz.)

No. 570RD, for 1/2" Stud (Net wt., 2 lbs., 5 oz.)

No. 575RD, for 3/4" Stud (Net wt., 2 lbs., 2 oz.)

ANVILS

No. A 565 for 7/16" and 9/16" round head studs (Chevrolet)

No. A 570 for 1/2" flat head studs

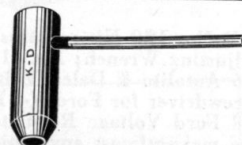
No. A 575 for 3/4" flat head studs

BASES

No. B 565 for anvil No. A 565

No. B 570 for anvil No. A 570

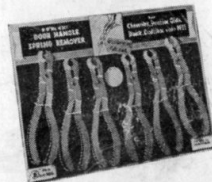
No. B 575 for anvil No. A 575



K-D 430 DOOR HANDLE SPRING REMOVER

For removing, replacing horseshoe retaining springs on interior door handles

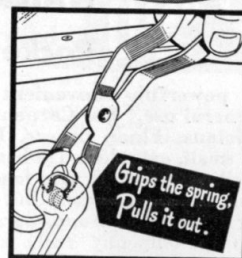
Serves Chevrolet, Pontiac, Olds, Buick, Cadillac since 1933. Toothed jaws grasp spring, pull it out. Does job fast without danger of flying springs or marring upholstery. Strong, all steel construction. Tempered jaws. Tool thin enough to reach after spring; strong enough to withstand normal operating pressure on handles. Rustproof, cadmium plated finish. Jaws give maximum "bite" on all types of springs used. 7 3/4" long. Net wt., 4 oz.



6 tools mounted on bright, sturdy 2 color counter sales display 11" x 14". Easel back for quick set up. Net wt., 2 lbs.

OPERATION

Press back escutcheon plate behind handle until horseshoe retaining spring is visible. Grasp spring firmly in jaws, pull. On tough rusted springs turn spring in its groove to break rust seal and pull at same time.



Grips the spring. Pulls it out.

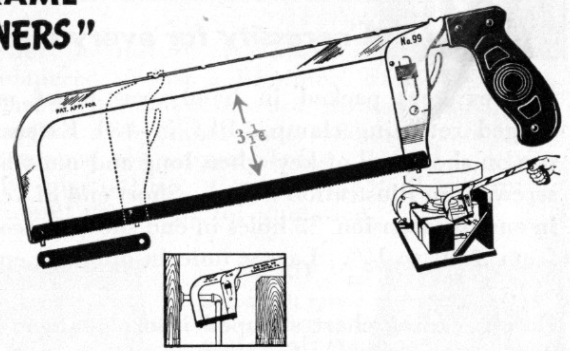
K-D 99 CONVERTIBLE HACKSAW FRAME

The saw that "CUTS AROUND CORNERS"

Spans obstructions & projections on difficult jobs

An all steel saw frame with a quick blade change. Stops provided to fit 3", 4 1/2", 6", 8", 10", 12" blades. One 3", one 12" blade furnished. Saws in places impossible to reach with conventional frames with 3" or 4 1/2" blade installed. Streamlined backbone saws in openings to 3/16". To change blade: release lever on tension bar, install blade, reset lever. Correct tension assured.

Backbone and handle integral, providing great strength, rigidity. No loose parts; frame cannot "jackknife." Comfortable pistol grip correctly angled for balance. Net wt., 1 lb., 7 oz.



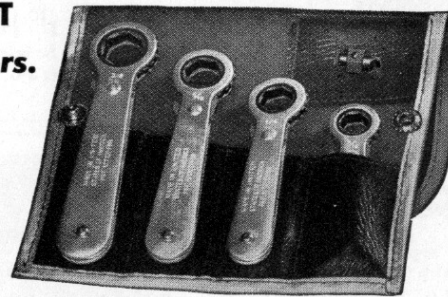
K-D "FLEX-TUNG" HACKSAW BLADES

The finest quality blades, correctly tempered for dependable long life. One dozen to a package. No. 13—3" blades. No. 14—4 1/2" blades. No. 15—12" blades. No. 16—10" blades. No. 17—6" Jr. blades, 1/4" wide, .014" thick, 32 teeth to inch for use in Spring Steel Frames.

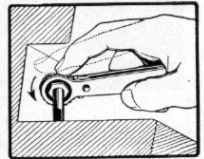
K-D 20 RATCHET WRENCH SET

For use in close quarters.

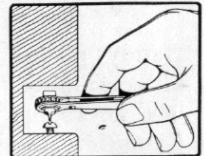
The four most popular hexagonal sizes, 3/8", 7/16", 1/2", and 9/16" openings, put up in a pocket size roll. Double end screwdriver bit to fit 3/8" wrench included. Each wrench is a complete unit, with no heads to change. Ratchet reversible. Screw or nut held in place for "upside down" work as in box-socket. Correctly tempered heads and ratchets. Sizes range from 3" to 4 1/2" long. Net wt. set, 12 oz.



Popular with Plumbers for use on Chromium and Brass Acorn Nuts. Avoids damage.



A screw being started with finger. Ratchet teeth extend beyond housing for the purpose.



Offset screwdriver bit in one of many applications.

No. 21—3/8", No. 22—7/16", No. 23—1/2", No. 24—9/16", No. 26 Screwdriver Bit. Order individual wrenches by number.

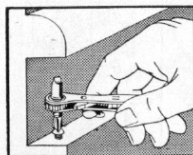
K-D 27 OFFSET, RATCHET-BIT SET

One Bit for Phillips, Reed & Prince screws No. 0 to 12
Five Bits for hex key sizes: 5/64", 3/32", 1/8", 5/32", 3/16"
Two Bits for standard slots 3/16", 5/16" wide

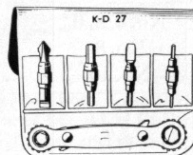
For all types of close, tight work, also for right angle applications where screwdrivers can't reach.

Set consists of K-D No. 27W double end ratchet wrench plus four additional bits, Nos. 27A, 27B, 27C, 27D.

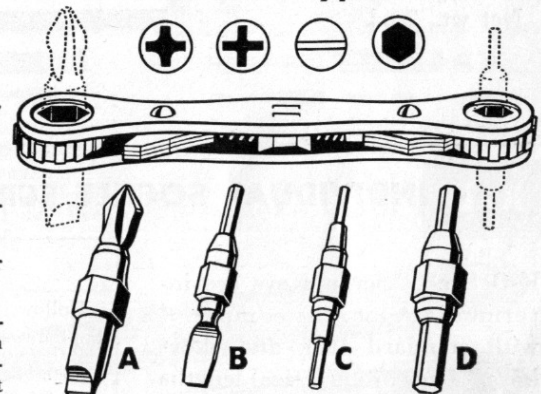
1/4" hex opening on one end of wrench, 5/16" on other. Reversible ratchet. Bits held in place for "upside down" work as in box-socket. Correctly tempered. Rustproof cadmium plated finish. 3 7/8" long. Complete set packed in plastic case, below. Net wt., 4 oz. Bits accurately forged, correctly tempered, 1 1/2" long.



Starting a screw with bit installed.



Fits all 4 types



Order individual Bits by number

No. 27A Bit: one end for Phillips, Reed & Prince screws Nos. 0 to 12; other end slotted screw bit 9/32" wide.

No. 27B Bit: Slotted Screw bit 3/16" wide and 1/8" hex socket key.

No. 27C Bit: Keys for hex sockets 5/64" and 3/32".

No. 27D Bit: Keys for hex sockets 5/32" and 3/16".

K-D 21-P Ratchet Wrench with No. 27A Bit . . . single end wrench with 5/16" opening overall length 2 7/8". Net wt., 1 1/2 oz.

NEW
ITEM

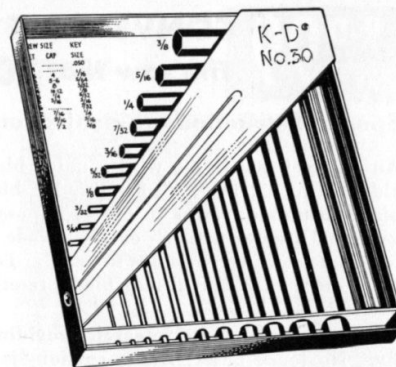
K-D 30

SOCKET SCREW KEY SET

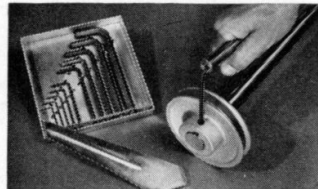
A necessity for every mechanic, everyday

11 Hex keys packed in handy rust-proof metal kit with hinged retaining clamp,—PLUS—#31 Extension handle to use on short end of key when long end must be used to turn screw, as in illustration below. Short end of key fits into hole in end of extension. 2 holes in end shown, accommodate keys from .050" to 1/8". Larger hole in opposite end from 1/8" to 3/8".

Quick reading chart stamped into container. The size and data required are always at fingertips. Tools accurately forged and correctly tempered.



Sizes .050 to 3/8"



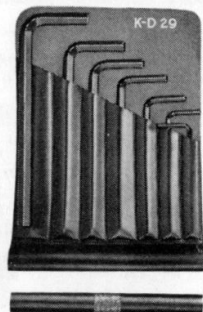
THIS CHART STAMPED INTO CONTAINER

Key Size	.050"	1/16	5/64	3/32	1/8	5/32	3/16	7/32	1/4	5/16	3/8
Screw Sizes	Set 4	5-6	8	10-12	1/4	5/16	3/8	7/16	1/2-9/16	5/8	3/4
	Cap —	—	4	5-6	8	10-12	1/4	5/16	—	3/8-7/16	1/2-9/16

K-D 29

SOCKET SCREW KEY KIT

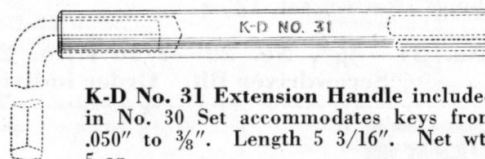
Handy pocket size plastic kit containing 7 regular K-D hex keys plus K-D No. 28 Extension Handle. Set contains 1 key each in following sizes: 5/64", 3/32", 1/8", 5/32", 3/16", 7/32", 1/4". See chart below for sizes. Kit 3 7/8" wide by 5 3/8" high. Net wt., 7 oz.



K-D

EXTENSION HANDLES

For use on short end of key when long end must be used to turn screw. Short end of key fits into hole in end of extension. Diagram below shows large counterbore in one end, 2 counterbores in opposite end. All steel, rustproof cadmium finish.



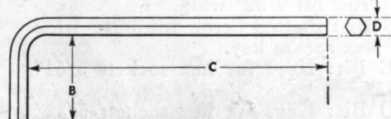
K-D No. 31 Extension Handle included in No. 30 Set accommodates keys from .050" to 3/8". Length 5 3/16". Net wt., 5 oz.

K-D No. 28 Extension Handle included in No. 29 Kit accommodates keys from .050" to 1/4". Length 3 7/8". Knurled grip. Net wt., 2 oz.

K-D

INDIVIDUAL SOCKET SCREW KEYS

K-D Socket Screw Keys are intermediate lengths compared with standard long and short keys. They are practical lengths for all around work. **Order keys by Hex size. Column D.**



D = Hex key size
C = Length, long end
B = Length, short end

SOCKET SCREW SIZES

Hollow Set Screws	Socket Head Cap Screws	Flat Head Cap Screws	Stripper Bolts	Pipe Plugs	D	C	B
No. 4					.050"	1 5/8"	1 1/2"
No. 5 & 6		4			1/16"	1 11/16"	9/16"
No. 8	No. 4	6			5/64"	2 3/16"	5/8"
No. 10	No. 5, 8, 6	8			3/32"	2 7/16"	5/8"
1/4"	No. 8	10	1/4"		1/8"	2 11/16"	3/4"
5/16"	No. 10	1/4"	5/16"	1/16"	5/32"	3"	7/8"
3/8"	1/4"	5/16"	3/8"	3/8"	3/16"	3 5/16"	7/8"
7/16"	5/16"	3/8"	7/16"	1/2"	7/32"	3 3/4"	1"
1/2" & 9/16"		1/2"	1/2"	1/4"	1/4"	4 1/8"	1 1/8"
5/8"	3/8" & 7/16"	1/2"	5/8"	3/8"	5/16"	4 5/8"	1 1/4"
3/4"	1/2"	3/4" & 1"	3/4"	1/2"	3/8"	5 1/8"	1 3/8"

K-D TOOL KITS . . . containing essential tools for small work!

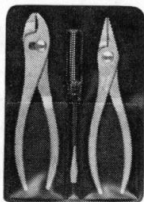
These kits appeal to everyone—men, women, and youngsters because they are so handy for fixing “small things”. Fine for sportsmen, hobbyists; indispensable around the home, office, or workshop. Ideal as gifts, premiums or prizes.

4B, 4A, 4 KITS

No. 4B KIT Two chrome plated, alloy steel pliers (slip joint and needle nose) plus ambered handle 3 3/4" screwdriver, in light blue plastic kit. Kit 3 1/2" wide, 5" high. Net wt., 4 oz.

No. 4A KIT Same as No. 4B Kit (Chromium plated pliers) but without screwdriver. Net wt., 4 oz.

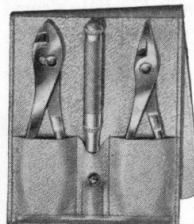
No. 4 KIT Same kit as Nos. 4B, 4A Kits,—with cadmium plated pliers, no screwdriver. Net wt., 4 oz.



5, 5B KITS

No. 5 “IT-KIT”: Two chrome plated alloy steel pliers, plus a 3-in-1, brass screwdriver. Handle blue enameled. Navy blue plastic case with button down flap. Kit 3 3/4" wide x 4 1/2" deep, folded. Packed in attractive gift box. Net wt., 5 oz.

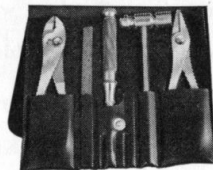
No. 5B KIT: Like No. 5 Kit with cadmium plated pliers, plain brass screwdriver. Gift box at extra charge.



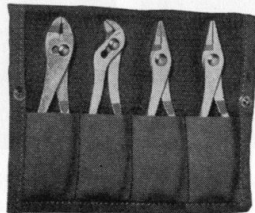
5K KIT

Deluxe kit contains 2 chrome plated alloy steel pliers; blue enameled 3-in-1 screwdriver, chrome plated alloy steel 4 1/4" ball peen hammer, stainless steel 4" rule. Rule calibrated to mms. and 1/32". Navy blue plastic case, button flap. Kit 5" wide x 4 1/2" deep, folded. A very special, lifetime gift, packed in attractive box. Net wt., 7 1/2 oz.

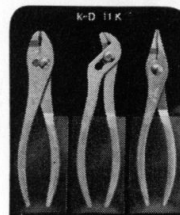
No. 5 K-C Kit. Same as No. 5K Kit except pliers and ball peen hammer are cadmium plated; 3-in-1 screwdriver is in brass.



10K PLIERS KIT



A handy pocket size roll with 4 distinct types of jaws: No. 6 Standard with slip joint; No. 7 Parrot with slip joint; No. 8 Needle; No. 9 Flat. Each 4 1/4" long. Forged steel, jaws milled, handles knurled, all tempered to correct hardness. Cadmium plated, rustproof finish. Roll measures 3" x 4 3/4" x 1/2" thick, folded. Net wt., 6 oz.

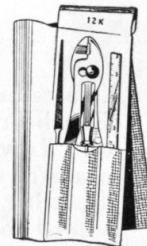


11K PLIERS KIT

Pocket size crimson plastic kit containing 3 cadmium plated, alloy steel pliers (Nos. 6, 7, 8). Kit 4 3/8" wide by 5 1/4" high. Net wt., 5 oz.

No. 12K TOOL KIT

Contains one No. 6 Standard nose, chrome plated pliers; amber handle 2 3/4" screwdriver; stainless steel 4" rule calibrated to mms. and 1/32"; half round jewelers file 4 1/4" long. Packed in attractive plastic case. 2 1/8" wide x 4 3/4" high, folded. Net wt., 5 oz.



No. 12K-C KIT: Same as above except pliers cadmium plated.

K-D SCREWDRIVERS

No. 5C, 3-in-1 Screwdriver, knurled brass handle. 4 3/8" long. Packed 12 to display box. Net wt., 13 oz.

No. 5S, 4-in-1 brass screwdriver with fluted handle, 6 5/8" long. Handle can be imprinted with not more than

two lines. Submit your copy for quotation. Packed in gift box.

No. 5D, 4-in-1 Screwdriver, knurled brass handle, 6 1/8" long. Packed 12 to display box. Net wt., 2 lbs., 3 oz.

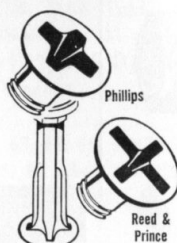


K-D 5-L FITS-ALL SCREWDRIVER

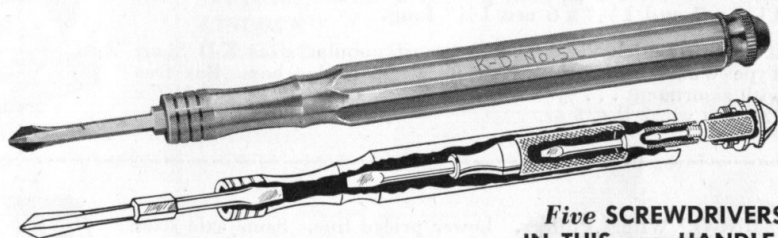
Fits all 3 slots



4 BLADES FOR SLOTTED SCREWS



ONE BIT FOR SIZES 0-10.



Five SCREWDRIVERS IN THIS one HANDLE!

A compact versatile tool needed in every toolbox. Features a patented reversible bit. One end fits ALL Phillips head type AND Reed and Prince type screwheads Nos. 0 to 10. Opposite end 3/16" wide bit for slotted screws. Fluted brass handle contains 3 smaller sizes standard blades. All blades correctly shaped and tempered. Packed 12 to colorful sales display card, easel backed. Net wt., 4 oz. each. 6 3/4" long. Can be imprinted, not more than two lines. Write for price.



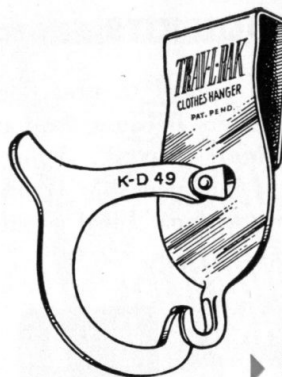
K-D 49 TRAV-L-RAK

For hanging clothes in autos, neatly.

Every Motorist is a prospect for a pair!

Low cost, auto clothes hanger holds on car window without bolting or assembling. Window can be closed tight. Deep flange prevents Trav-L-Rak from jumping off when window is open. Special safety catch prevents hangers from falling off. Holds many garments

crease and wrinkle free. Light weight, strong, neat looking with rustproof, cadmium finish. Can be imprinted one to five lines using 1/16" high letters for advertising souvenir. Submit your copy for quotation.



**NEW
ITEM**

CARDED FOR SALES DISPLAY

12 TRAV-L-RAKS on 3 color easel-back display card, 11" wide x 14" high. For Filling Stations, Dealers, etc. TRAV-L-RAKS quickly slip in or out of slots in card. Net wt. 2 lbs.



INDIVIDUALLY CARDED

One TRAV-L-RAK on a fast selling display card for tables, counters, or bins. 3 1/8" wide x 5" high. Carton of 12. Net wt. 1 3/4 lbs.



K-D 1500 TIRE PROBING TOOL

Spreads tread for easy removal of foreign bodies



A necessary tool for everyone who renders tire service. Provides a fast, safe means of spreading cuts in the tread without danger of cutting or mutilating tire. Prompt removal of imbedded foreign bodies lengthens the life of the tire. A quick check of tires provides garages and service stations with another customer good will service. Sturdy, all-steel construction. Tempered steel probes. Rust-proof cadmium plated finish. Length 6". Net wt., 5 oz.



- 1 Insert probes of tool lengthwise into cut.
- 2 Turn tool at right angles to cut, press handles together to spread jaws, exposing imbedded object. Pry out with any pointed instrument or grip with serrated inside face of jaws and lift out. Removes all question of doubt—you see when a cut is clean.

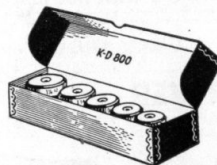
K-D HAMMER TYPE AND 'BINGO' WHEEL PULLERS*

For quick removal of wheel hubs without damage to the axles.

These Pullers provide a quick, convenient method for jarring wheel hubs loose without damage to axles. The threads are guaranteed not to strip. Pullers specially heat treated for hard service. Short style only in complete range of thread sizes. All sizes 1 3/8" long excepting: 1 1/8" x 7 is 1 1/2" long; 1 1/4" x 7 and 1 1/2" x 6 are 1 3/4" long.

K-D 800 Puller Set. The five most popular sizes K-D Short Type Wheel Pullers in sturdy fiber metal edge box. Box free with assortment . . . 5/8" x 18, 3/4" x 16, 7/8" x 14, 1" x 14, and 1 1/4" x 12. Net wt., 2 lbs., 5 oz.

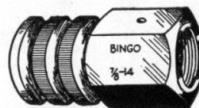
K-D Short type Wheel Puller.



*K-D Hammer Type and 'Bingo' Wheel Pullers furnished in following axle sizes:

5/8" x 18
3/4" x 16
3/4" x 20
1 1/8" x 16
7/8" x 14
7/8" x 16
7/8" x 18
1" x 14
1 1/8" x 7
1 1/8" x 12
1 1/4" x 7
1 1/4" x 12
1 1/2" x 6
1 1/2" x 12

"BINGO" Wheel Pullers. Lower priced line. Same axle sizes as K-D Hammer Type Wheel Pullers. One type only, 2 1/4" long, not subject to return for replacement.



No. 800B "BINGO". 5/8" x 18, 3/4" x 16, 7/8" x 14, 1" x 14, 1 1/4" x 12. Bingo Pullers in metal edged fibre box.

Axle size charts for Passenger Cars & Trucks Pages 23-26

AXLE SIZE CHARTS...

PASSENGER CARS

	Axle Size		Axle Size
AUBURN		ESSEX	
'27-'31: 6-66A, 6-66B, 6-76, 6-80, 8-88, 8-90, 8-95, 6-85	7/8" x 14	'24-'31: Super 6, Challenger 6, to No. 1250858	5/8" x 18
'28-'36: 115, 120, 125, 8-98, 8-98A, 8-100, 8-100A, 8-101, 8-101A, 8-105, 12-160, 12-160A, 12-161, 12-161A, 12-165, 6-52, 6-53, 6-54, 8-50, 8-51, 8-52	1" x 14	'31-'32: 6 Cyl. No. 1250858 to 1266772, 6 Cyl., after No. 1266772, Pacemaker 6	7/8" x 18
AUSTIN		FORD	
'30-'31: All models	5/8" x 18	'10-'42: Mod. T-56" Tread, A, B, V8, 18, 40-V8, 48, 50, 67, 68, 73, 74, 77, 78, 81A, 82A, 81C, 82C, 91A, 91C, 99A, 99C, 922A, 922C, 01A, 01C, 09A, 09C, 022A, 022C, 11A, 11C, 19A, 19C, 1NC, All Ford & Mercury '42; '48 Pass. and Comm.	5/8" x 18
AUSTIN (Amer) '30-'32: All models	5/8" x 18	FRANKLIN	
BUICK		'33-'34: All Models except Olympic 18 & 18B	3/4" x 16
'26-'36: Standard 6-115" W. B., Standard 6-116" W.B., Ser. 40-6 Cyl., 8-60, 8-50, 36-90	1" x 14	'33-'34: Olympic 18, 18B	7/8" x 14
'29-'35: Master 6-121" & 129" W. B., Ser. 50 & 60, 6 Cyl., 8-80, 8-90	1 1/8" x 12	GRAHAM (Graham-Paige)	
'36: 36-60, 36-80	3/4" x 16	'28-'29: 610; '35-'36: 74, 80, 80A-Crusader; '37: 90A, 95-Standard Ratio, 85-Crusader	7/8" x 14
CADILLAC		'28-'29: 614; '28-'30: 619, 621, 629, 827, 835, 837; '33-'35: 65, 67, 68, 8-72, Spec. 6-73	1" x 14
'29-'31: 353, 355, 355-A-V8, 370, 370A-V12, 452, 452A-V16; '32-'33: 355B, 355C-V8, 370B, 370C-V12, 452B, 452C-V16; '34-'35: 355D, 355E, 370D, 370E, 452D, 452E; '36: 70, 80; '36-'37: 75, 80, 90; '38-'40: 90, 75 (Except 161" W. B.); '38-'40: 75 (161" W. B.)	1 1/8" x 12	'29-'30: 612, 46 Std. 6; '30-'31: Prosperity 6, 53, 54, 56	3/4" x 16
'36: Ser. 60; '37: 60, 65, 70; '38-'40: 60, 60S, 61, 65, 72; '41-'42: 60S, 61, 62, 63, 67, 75	1" x 14	'29-'31: 615, 45 Spec. 6, 42 Std. and Spec. 8, 822, 834; '31-'33: Std. 6, Spec. 6, 820; '32-'35: 57, 57A, 58, 64, 69, Sup. 8-75	1 1/8" x 12
CHEVROLET		HUDSON	
'15-'23: 490	5/8" x 18	'21-'29: Mod. O, Super 6	7/8" x 14
'24: 490 Superior; '25-'29: K, V, AA, AB-4 Cyl., AC-6 Cyl.; '30-'31: AD, AE-6 Cyl.; '32: BA-Small Taper	3/4" x 16	'30-'31: 119" W. B. to No. 921767, 126" W. B. to No. 59692	5/8" x 18
'32: BA-Large Taper	1 3/8" x 16	'31-'32: 119" W. B., 126" W. B., Pacemaker 8	7/8" x 18
CHRYSLER		'33-'42: Super 6, Std. 8, Major 8, G-6 Cyl., GH, LL, LT-Light 8 and DeLuxe 8, 83, 84, 85, 87, 92, 93, 95, 97, 98, 40C, 41, 43, 44, 47, 10C, 11, 12, 14, 15, 17, 18, 90, 89, 40P, 40T, 10P, 10T, 20C, 21, 22, 24, 25, 27, 20P, 20T; All '48-'49 ..	3/4" x 20
'26-'28: 4-50, 4-52; '29-'31: CC-6, CJ-6, 6-66; '30-'31: CD-8; '31-'32: CM-6, CI-6; '33: CO-6; '34: CA, CB-6 Cyl.; '35: C6, CZ-Airstream 6 & 8; '36: C7, C8-Airstream; '37-'42: C14, C16, C18, C19, C22, C23, C25, C28, C30, C34, C36 ..	3/4" x 16	HUPMOBILE	
'27-'28: 6-60, 6-62, 6-70, 6-72; '27-'29: Imp. 6-80; '28-'29: 6-65, 6-75; '29-'31: 6-70, 6-77; '30-'32: Imp. 8, Imp. Custom 8, CG-8, CH-8, CL-8; '31-'33: DeLuxe 8, CP-8, CQ-Imp.; '33: CT-Royal 8, CQ-Imp. 8; '34-'37: CU, CV, CI, C2, C3, C9, C10, C11, C17-Airflow; '37-'39: C15, C20, C24; '40-'42: C27, C33, C37	7/8" x 14	'28-'34: A6, A7, Century 6, MI, MM, Century 8, M-8 130" W. B., C-8, CWS-8, 221, S-6, H-8, U-8, 225, 237, L-8, 216, 218, 214, 321, 321A, 421, 421A, 222, 226, 322, 326, 422F, 4261	7/8" x 14
Passenger & Station Wagon 1948-49	3/4" x 16	'34-'35: 427T, 527T	1 1/8" x 12
CONTINENTAL		'34-'36: 417W, 517, 421J, 521J, 518D, 618G, 621N	1" x 14
'32: 4 & 6 Cyl.	3/4" x 16	KAISER-FRAZER	
'33-'34: Ace	7/8" x 14	'47-'49	1" x 14
DE SOTO		LAFAYETTE	
'28-'42: All; '48-'49: All	3/4" x 16	'34: To ser. 15922	1" x 14
DEVAUX		'35-'38: After 15922	7/8" x 14
'31-'32: 6-75	3/4" x 16	LA SALLE	
DODGE		'27-'33: 303, 328, 340, 345, 345A, 345B, 345C ..	1 1/8" x 12
'26-'27: 124-4 Cyl. No. A831147 to A930663, Senior 6, No. 10001 to 1S15045; '27-'28: 128, 129 Fast 4 No. A930664 to A1019544, Stand. 6, Victory 6; '27-'29: Senior 6, No. 1S15045 to 1S29156; '29-'30: DA-6; '29-'30: Senior 6, DB-6 after S50001; '32: DK-8, '33: DO-8	7/8" x 14	'34: 350; '35-'36: 35-50, 36-50; '37: 50; '39: 50 (156" W. B. only); '38-'40: 38-50, 39-50 (Except 156" W. B.), 40-52 and 40-50	1" x 14
'30-'36: DD-6, DH-6, DJ-6 Taxi, DC-8, DG-8, DP-6, Six, DR, DS-6 Cyl., DU-6, D1, D2; '37-'42: D5, D-17, D8, D11, D14, D19, D22; '48-'49: All, also Station Wagon	3/4" x 16	LINCOLN	
DURANT		'36-'37: Zephyr, All 1948	5/8" x 18
'24-'29: 40, 55, 60, 63, 65, 66, 70, M, M2, M4, 75 to No. 2200, 70, 75, 80 after No. 2200	5/8" x 18	MERCURY	
'30-'32: 610, 612, 614, 619, 621, 622	3/4" x 16	1948 All	5/8" x 18
ERSKINE		MARMON	
'27-'29: 50, 51, 52	3/4" x 16	'27-'31: Little 8, L, 68-First Series, 68-Second Series, 78, Roosevelt 8-70, 69	7/8" x 14
'30: 53	7/8" x 14	'30-'32: 79, 125	1" x 14
		'31-'32: 140, V16	1 1/8" x 12
		NASH	
		'17-'30: 4 & 6 Cyl., Spec., Advanced, Ser. 400, Twin Ign. 6, 430, 440, 460, 480; '30-'32: Twin Ign. 8, 490, 890, 990; '32-'33: 1080, Spec. 8; '32-'33: 1090, 1190 Adv. 8, Ambassador 8, 1180; '34: 1290-Amb. 8; '34-'35: 1220-6, 1280-8, 3520-6, 3580-8 to No. 296609; '35: Lafayette 3510 after No. 15922; '35-'40: 3520, 3580, 3680, 3780, 3880, 3980, and 4080 (Bevel Gear); '36-'39:	

PASSENGER CARS (Cont'd)**NASH (Cont'd)**

3620, 3720, 3820, 3920-Nash, 3610, 3710, 3810, 3910-Lafayette; '39-'40: 3980, and 4080 (Hypoid Gear); '40-'42: 4010, 4020, 4160, 4180, 4260, 4280, 4140, 4240	$\frac{7}{8}$ " x 14
'26-'29: Light & Std. 6, 220, 320, 420	$\frac{3}{4}$ " x 16
'32-'33: 1060-Light 6, 1070-Std. 8, 1120, 1130, 1170	1" x 14
'48-'49: Ambassador "60"	$\frac{7}{8}$ " x 14

OAKLAND

'16-'31: 34, 34B, 34C, 34D, 6-44 with 31 x 4 Wheels, Sport and 2 Pass. with 32 x 4 Wheels, 6-44 with 32 x 4 Wheels, except Sport and 2 Pass., 6-54, All American 6, 8-19, 8-101	$\frac{7}{8}$ " x 14
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OLDSMOBILE

'15-'19: 44, 45, 8 Cyl.	$1\frac{1}{8}$ " x 12
'21-'23: 43A, 47, 4 Cyl.	$\frac{7}{8}$ " x 14
'29-'36: Viking 8, D, E, F, 6 Cyl., F32-6 Cyl., L32-8 Cyl., F34-6 Cyl., F33-6 Cyl., L33 & L34-8 Cyl., F-35, F-36, L-35, L-36	1" x 14

PACKARD

'23-'32: St. 8, 1-26, 1-33, 2-26, 2-33, 3-26, 3-33, 4-26, 4-33, 5-26, 5-33, 6-26, 6-33, 640, 645, 740, 745, 726, 733, 840, 845, 826, 833, 901, 902, Custom 8, DeLuxe 8, 903, 904	1" x 14
'32-'42: 900, 1001-15" Brake Drums, 1001-14" Brake Drums, 1002, 1100, 1101, 1102, 1003, 1004, 1103, 1104, 1105, 120, 120B, 120C-8 Cyl., 115C-6 Cyl., 1203-4-5, 1403-4-5, 1200-1-2, 1400-1-2, 1500-1-2, 1603-4-5, 1600, 1601, 1700, 1701, 1703, 1801, 1803, 1804, 1806, 1807, 1901, 1903, 1904, 1906, 1907, 1601A, 1602, 1702, 1705, 1801A, 1803A, 1805, 1808, 1901A, 1903A, 1905, 1908, 2003, 2008	$\frac{7}{8}$ " x 14
'40-'42: 1800, 1900, 1900T, 2000	$\frac{3}{4}$ " x 16
'48: 2201, 2202, 2211, 2232, 2240	$\frac{3}{4}$ " x 16
'48: 2206, 2213, 2220, 2222, 2226, 2233	$\frac{7}{8}$ " x 14
'49: 2301, 2302, 2311, 2332, 2340	$\frac{3}{4}$ " x 16
'49: 2306, 2313, 2320, 2322, 2326, 2333	$\frac{7}{8}$ " x 14

PEERLESS

'27-'32: 6-60, 6-61, 6-81, A-Standard St. 8	$\frac{7}{8}$ " x 14
'29-'32: 125 First Series, 125 Second Series, Std. 8, 8-85, 8-95, B-Master St. 8	1" x 14

PIERCE-ARROW

'24-'28: 80, 81	$\frac{7}{8}$ " x 14
'28-'29: 81, 133, 144	1" x 14

PLYMOUTH

'28-'42: Q, U, 30U, PA, PB, 4 Cyl., PC, PD-6 Cyl., PE DeLuxe 6, PF-6, PJ-6, PI, P2, P3, P4,	
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Axle Size

PLYMOUTH (Cont'd)

P5, P6, P7, P8, P9, P10, P11, P12, P14; '48-'49: All	$\frac{3}{4}$ " x 16
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PONTIAC

'26-'28: All	$\frac{3}{4}$ " x 16
'29-'32: Big 6 & 8	$\frac{7}{8}$ " x 14

REO

'24-'35: T6, Flying Cloud, Master, A, C, Wol-verine, 2B, Mate, 15, 8-30, Royale 8-31, 8-35, 8-52, S, 2S, 3S, 4S, 6 Cyl.	1" x 14
'30-'32: 6-20, 6-21, Flying Cloud 6-25, 8-21, 8-25	$\frac{7}{8}$ " x 14

ROCKNE

'32-'33: 6-75, 6-65, 10	$\frac{7}{8}$ " x 14
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STAR

'22-'30: C-one-piece housing, F, M, R, 4 & 6 Cyl.	$\frac{5}{8}$ " x 18
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STUDEBAKER

'19-'30: Big 6, Spec. 6, Pres. 6, Com. 6 No. 4000000 to 40705000, Pres. 8; '34: Mod. C-Pres. 8; '35-'37: 1B-Commander, 1C-President, Mod. 2C, 3C, Pres. 8; '38-'42: 7A, 8A, 9A, 4C, 5C, Pres. 6C, Com. 10A, Champion 1G, 2G, 3G, 4G	1" x 14
'19-'37: 4 Cyl., Light 6, Std. 6, Dictator 6, Commander 6, Commander 8, 8-70, Dictator 6, Dictator 8, 8-61, 6-53, 6-54, 6-55, 6-56, Dictator 8-62, Commander 8-73, Commander 8-71, Pres. 8-82, Pres. 8-91, 8-92, Mod. A-Dictator 6, Mod. B-Commander 8, 1A, 2A, 3A, 4A, 5A, 6A—Dictator 6	$\frac{7}{8}$ " x 14
'27-'30: Erskine; '39-'41: Champion 1G, 2G, 3G; '48-'49: Champion	$\frac{3}{4}$ " x 16
'48-'49: Commodore	1" x 14

TERRAPLANE

'32-'38: Terraplane 6, Terraplane-K6 and KT8, K, KU, G, GU-Terraplane, 61, 62, 70, 71, 72, 80, 81, 82, 88	$\frac{3}{4}$ " x 20
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WHIPPET

'26-'30: 96, 96A, 93A-6 Cyl., 98, 98A	$\frac{7}{8}$ " x 14
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WILLYS

'30-'32: 6-98B, 8-80, 6-90, 6-90A, 6-97, 6-98D, 8-80D, 8-88	$\frac{7}{8}$ " x 14
'33-'36: 4-77	$\frac{3}{4}$ " x 16
'48-'49: Jeep 2 & 4 whl drive	1" x 14
'48-'49: Sta. Wagon, Jeepster, Panel Delivery	$\frac{7}{8}$ " x 14

WILLYS-KNIGHT

'22-'31: 20A, 64, 65, 66, 66A, 67, Great 6, 66B	1" x 14
'26-'33: 70, 70A, Special 6, 56, Standard 6, 70B, 87, 6-95, 66D, 66E, 57	$\frac{7}{8}$ " x 14

TRUCKS**ACME & BUS**

'23-'39: 14, 16, 20, 20L, 21, 24, 30	1" x 14
'25-'26: 41	$1\frac{1}{2}$ " x 12
'28-'29: 14, 16	$\frac{7}{8}$ " x 14

ACORN

'25-'30: 20, 30	$1\frac{1}{4}$ " x 7
'26-'27: 30	$1\frac{1}{2}$ " x 12
'27-'30: 30P	1" x 14

ARMLEDER

'24-'30: 21, 30, 30B, 50	$1\frac{1}{2}$ " x 12
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ATTERBURY

'24-'27: 24R, 30R	$1\frac{1}{2}$ " x 12
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AVAILABLE

'24-'25: JH, L	$1\frac{1}{2}$ " x 12
'25-'26: Hustler	1" x 14
'25-'26: L1 $\frac{1}{2}$	$1\frac{1}{4}$ " x 7

BIEDERMAN

'29-'30: 45 Express	$1\frac{1}{4}$ " x 7
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BROCKWAY & BUS

'24-'30: S13 to S31, SK8 to SK11	$1\frac{1}{2}$ " x 12
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BROCKWAY & BUS (Cont'd)

'25-'32: E3-4-9-15, EB4-6-7-8-9-11-16, EB-Bus, Junior, E3 to E25, EB4 to EB21, JB, JBF, Junior 2-3-4, Junior 5-6-7, JF, 65, 75, 60	1" x 14
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CHEVROLET

'26-'29: R, X, LM, LO, LP, LQ-6 Cyl.	1" x 14
'26-'32: Capitol—Commercial, AD, AE Commercial, BB-Small Taper	$\frac{3}{4}$ " x 16
'30: LR	$1\frac{1}{8}$ " x 12
'30-'35: LS, LT, M, N, O-Ser. ABCD, PA, PB, PC, PD, QA, QB, QC, & QD	$1\frac{1}{4}$ " x 12
'32: BB-Large Taper	$1\frac{3}{8}$ " x 16

CLINTON

'27-'29: 2 $\frac{1}{2}$ -3 T.	$1\frac{1}{2}$ " x 6
'28-'31: 1 $\frac{1}{4}$ -1 $\frac{1}{2}$ T.	1" x 14
'26-'28: 2B, 32, 42	$1\frac{1}{4}$ " x 7
'24-'28: 45	$1\frac{1}{2}$ " x 12

CLYDESDALE

'25-'30: 10A, 12, 14, 16	1" x 14
'25-'30: 9	$1\frac{1}{2}$ " x 12
'29-'30: 30	$1\frac{1}{4}$ " x 12

TRUCKS (Cont'd)

	Axle Size
COMMERCE	
'27-'28: 8A; '28-'30: S11, 20B, 20Y, 20Z, 25Z ..	1" x 14
'25-'28: Dist. 7, Super, 11, D11, SD11	1 1/4" x 7
'24-'27: 14, S14	1 1/2" x 12
CORBITT	
'25-'26: 25, 20, 21	1" x 14
'27-'28: 20, 21	7/8" x 14
DART	
'27-'28: 45	1 1/2" x 12
'29-'30: 30G	1 1/4" x 12
DAY-ELDER & BUS	
'24-'27: BN, H, 20 Bus	1 1/2" x 12
'24-'27: AN, C	1" x 14
'28-'29: MF	7/8" x 14
DEFIANCE	
RU, 45, TT, 50C, FL	1" x 14
DIAMOND T	
'24-'28: T, T2	1 1/2" x 12
'28: 302	1 1/4" x 7
'24-'34: O, O4, O5, 75, 76, 77, 150, 151, 210SF, 211SF	1" x 14
DIVCO	
'27-'33: All Models	1 1/4" x 12
DODGE & BUS (Dodge-Graham)	
'24-'30: G, B, G Boy, EC, IC, JC Bus, BE, BE-133" W. B., IE-140" W. B.	1" x 14
'25-'28: All; '27-'30: D, C, LB & MB Bus, LE, ME, OE, TE	1 1/4" x 7
'26-'31: Commercial, SD, Panel Delivery, DD, DDX, DE-120" W. B., DE-124" W. B., DA 1 ..	7/8" x 14
'29-'42: SE, F10, UF10-109" W. B., HC, HCL, KC, KCX, KCL, KCLX, LC, MC, RC, TC, TD15, VC, VD15, WC, WD15	3/4" x 16
DOVER	
'29-'30: Commercial	5/8" x 18
'31-'32: Commercial	7/8" x 18
DUPLEX	
'26-'33: GF, GH, GS	1 1/2" x 12
FAGEOL & BUS	
'28-'29: 100	7/8" x 14
'30-'33: 101	1 1/4" x 12
FARGO	
'29-'32: Clipper	7/8" x 14
'29-'32: Freighter	1" x 14
'29-'32: Packet; '39-'41: FH-1, FXH-1, FJ-1, FXJ-1, FK-1	3/4" x 16
FEDERAL & BUS	
'24-'26: Federal Knight Express; '27-'29: F6, Scout F, 2F6, 2FW	7/8" x 14
'24-'34: S21, S22, S23, S27, T2W, T3W, T6W, T7W, T8, T20, T21, T22	1 1/2" x 12
'28-'30: A6, A6B Bus	1 1/4" x 7
'29-'30: 3F6, 3FW	1" x 14
FISHER	
'25-'28: Fast Freight	1" x 14
FLEXIBLE BUS	
'29-'32: 15 Pass.	1 1/8" x 12
FORD	
'19-'30: TT, AA-Separate Brakes	7/8" x 14
'30-'33: AA, BB	1 1/4" x 12
'28-'38: A, B, 50, 68, 77, 78, 81C, 82C	5/8" x 18
FORD OF CANADA	
'30-'33: AA, BB	1 1/4" x 12
GARFORD	
'24-'28: 30 & 30-6	1 1/2" x 12
'29-'30: 20Y & S11	1" x 14
GENERAL MOTORS (G. M. C.) Axle Shafts	
'19-'24: K, K16, K20	1 1/8" x 12
'27-'29: T10, T11	3/4" x 16
'27-'29: T19, T19 Pontiac Motor	1" x 14

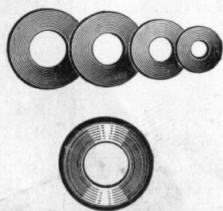
	Axle Size
GENERAL MOTORS (G.M.C.) Axle Shafts (Cont'd)	
'27-'33: T19, T20, T21, T11, T15, T17	7/8" x 14
'27-'33: T40, T50, T30, T42, T44	1 1/2" x 12
'31-'33: T18	1 1/4" x 12
GOTFREDSON	
'25-'27: 20B	1" x 14
'25-'27: 30B	1 1/4" x 7
'25-'28: 41, 46, 51, 56	1 1/2" x 12
'28: B24, B26	7/8" x 14
GRAHAM BROS.	
'24-'30: BB, BC, 1B, BD, 1C, JC, 133", BE, IE 130", JE, 140"	1" x 14
'25-'30: Double Bearing, LB, MB, JD, 16, Bus, TE, OE, LE, ME, YEX, YDX, 150", 165", 2 ..	1 1/4" x 7
GRAHAM-PAIGE	
'30-'31: 44 Commercial	1 1/8" x 12
GRAMM	
'26-'30: 443N, 463N, 263RA Bus, 233N, 263N, 343N, 363N	1 1/4" x 12
GRASS-PREM	
'26-'28: 40, 41	7/8" x 14
'27-'28: 80-6	1 1/4" x 7
'25: 60-70	1 1/2" x 12
GUILDER	
'27-'28: B-6	1" x 14
'25-'26: D, D-6	1 1/4" x 7
HAHN	
'28-'29: SJ6	7/8" x 14
'26-'27: B-2	1" x 14
'26-'28: SJ4, SJ6	1 1/4" x 12
'24: O	1 1/2" x 12
HAL-FUR	
'25-'28: G, GS	1 1/2" x 12
HENDRICKSON	
'24-'25: O	1 1/2" x 12
HENNEY	
'26-'27: Ambulance	1 1/8" x 12
'26-'31: Hearse, 20, 24, 70, 74	7/8" x 14
'28-'31: 20, 24, 10, 14, Ambulance	1" x 14
HUDSON	
'38-'39: 90, 91, 98	3/4" x 20
HUG	
'26-'30: 20, 22	1 1/4" x 7
INDIANA & BUS	
'25-'30: 40, 115, 625	1 1/2" x 12
'25-'29: 111, 400-Clark Rear, 111A, 111X	1 1/4" x 7
'25-'32: 11, 11X, 611, 300, 60, 64, 74, 200	1" x 14
INTERNATIONAL & BUS	
'24-'27: 33	7/8" x 14
'24-'31: LD, Special Del., AW1	1" x 14
'21-'34: S, S24, S26, SF34, SF36, SL34, SL36, 15, 15A, 15B-Bus, 6 Speed Special, AW2, AL3, ALF3, A1, A2, B2-Semi Floating	1 1/4" x 12
'27-'32: SD34, SD36, SD44, SD46, SF44, SF46, A4, A5	1 1/2" x 12
JEEP	
(Willys) Universal Model CJ-2A	1" x 14
KELLY-SPRINGFIELD	
'27: KS20 Spec.	1 1/2" x 12
KENWORTH & BUS	
'26-'28: A, WTW	1" x 14
'28-'29: A6	1 1/2" x 12
'28-'30: 45, 55	1 1/4" x 7
KING ZEITLER	
'27-'28: 22A	7/8" x 14
'24-'30: 35, 40	1 1/2" x 12
KISSEL	
'24-'28: General, Utility	1 1/2" x 12
KLEIBER	
'24-'30: Heavy Duty	1 1/2" x 12
'27-'29: Speed Truck	7/8" x 14
'30-'32: 53	1 1/4" x 12

TRUCKS (Cont'd)

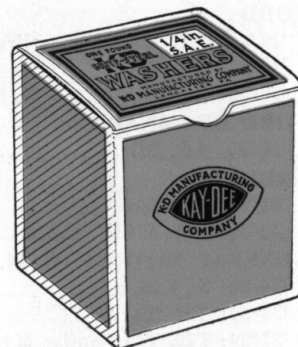
	Axle Size
KREBS	
'24-'28: 44, 45, 46	1½" x 12
LA FRANCE-REPUBLIC	
'29-'30: C1-Clark Rear, Fleetmaster	1" x 14
'29-'30: F1, FA1	1¼" x 12
LANGE TRUCK	
'24-'29: G	1½" x 12
LARRABEE & BUS	
'27: A3	1¼" x 12
'25-'30: A1, A3, 20	1" x 14
LE MOON	
'24-'27: GP2	1½" x 12
'24-'28: GP1½, H15	1" x 14
'28-'29: H10	¾" x 14
LUEDINGHAUS	
'27-'28: C	¾" x 14
'27-'28: W	1½" x 12
MACCAR	
'23-'24: V1, V2, V3	1½" x 12
'28-'29: 36	1¼" x 12
MACK & BUS	
'26-'32: 8AC, AB, AC, AK, AP—Chain Drive ..	1¼" x 12
MASTER	
'24-'28: 21, 22	1½" x 12
MENOMINEE	
'25-'29: Hurryton	1" x 14
MORELAND & BUS	
'25-'28: BX, EX	1½" x 12
NEW ENGLAND (Netco)	
'26-'27: A	1½" x 12
NOBLE	
'28-'29: 146A	1½" x 12
PATRIOT	
'25-'27: 30, 35	1½" x 12
'28-'29: 20-B-6	¾" x 14
PLYMOUTH	
'39-'40: PT81, PT105	¾" x 16
RAINIER	
'25: R-36	1½" x 12
REHBERGER	
'25-'28: A	1½" x 12
REO & BUS	
'25-'32: G Truck, W Bus, FC, FD, FH, FA, FB, FE, FF—with Dual Wheels and using 2-ton axle, FCX, FDX, FHX	1¼" x 12
'27-'29: FA, FB, FE, FF-204 to 636	1½" x 12
'27-'35: BA, Speedwagon Junior, DA, DC, DF, 15A Junior, S4P	1" x 14
REPUBLIC	
'27-'30: 50, 80, 88, 76, 51, 52	1¼" x 12
RUGBY (Durant)	
'28-'29: 54, T, Fast Mail	¾" x 18
'29-'31: 614	¾" x 16
'28-'31: L, X, Fleet Truck, 406, 615, 401	1¼" x 12
RUGGLES	
'25-'28: 22, 18	1" x 14
SANFORD	
'27-'28: W6-20	1½" x 12
SEAGRAVE	
'24-'28: BF, BT	1½" x 12

	Axle Size
SELDEN-HAHN	
'30-'31: Express	1¼" x 12
SELDON	
Unit 20-58" Track & Pacemaker	1" x 14
'24-'29: 35, 37, 34, 36, 38	1¼" x 7
47 Bus	1½" x 6
30C, 33B	1½" x 12
SERVICE	
'29-'30: 20Y, S11	1" x 14
STAR	
'27-'28: Fleet-truck	1¼" x 12
STERLING & BUS	
'24-'27: GB-1	1½" x 12
'25-'27: DW8	1" x 14
STEWART	
'26-'30: 16, 16X—above No. 161,005	1" x 14
'26-'28: Buddy 21	1½" x 12
'28-'30: 17, 17X, 24, 24X, 28X, 29X	1¼" x 7
'27-'34: Buddy 21X, 30, 30A, 40XA, 42X-Semi Floating	1¼" x 12
STOUGHTON	
'25-'28: C, J	1" x 14
STUDEBAKER	
'28-'29: 52B Erskine	¾" x 16
'27-'31: GN, GI, GP, SI-114" W. B.	¾" x 14
'28-'31: 75 Jr., 76, 77, 88, Ser. F-K-N-P, S20, S30-First Type	1¼" x 12
'25-'40: H, GD, GK, GN, 30, 40-146" W. B., GK, K5, L5	1" x 14
TERRAPLANE	
'34-'37: Utility Comm., Sedan Del., Comm. Cab, Cab Pick-Up, 61, 70 Commercial	¾" x 20
TWIN COACH	
'30-'35: 15, 19	1¼" x 12
UNITED	
'25-'30: 16C6, 20C6, 25, 30, 30C6	1" x 14
U. S.	
'26-'30: N	1¼" x 7
'27-'29: 20, 21	1½" x 12
VICTOR	
'25-'29:	1" x 14
WACHUSETTS	
'25-'29: J	1½" x 12
WHITE & BUS	
'29-'31: 15B, 57	1" x 14
'33-'34: 212, 612, 612K, 613, 613B, after 173741 ..	1½" x 12
WILLYS	
'31-'32: C-113	¾" x 14
'30-'31: C-101	1" x 14
WILLYS-KNIGHT & WHIPPET	
'27-'30: T100, T101, 96A, 98A	¾" x 14
'27-'30: 15, 16, 20, 21	1¼" x 12
'29-'31: C101, T103	1" x 14
WITT-WILL	
'26-'30: NN, P	1½" x 12
WORLD	
'28-'29: D8	1½" x 6
YELLOW CAB	
'24-'27: T1, T2, T3	¾" x 14
YELLOW COACH	
Mod. X & Y	1¼" x 12

K-D BRITE-STEEL WASHERS



K-D BRITE-STEEL WASHERS are made of highest quality steel available and conform strictly to S.A.E. and U.S. Standard sizes from 1/8" to 1" inclusive, as specified on Page 27. They are cut flat and clean and the holes are always centered. Packed in attractive 1 lb. boxes, in 5 lb. boxes or in bulk. When ordering, specify bolt sizes and packaging desired.



SEE SIZES AND ASSORTMENTS NEXT PAGE